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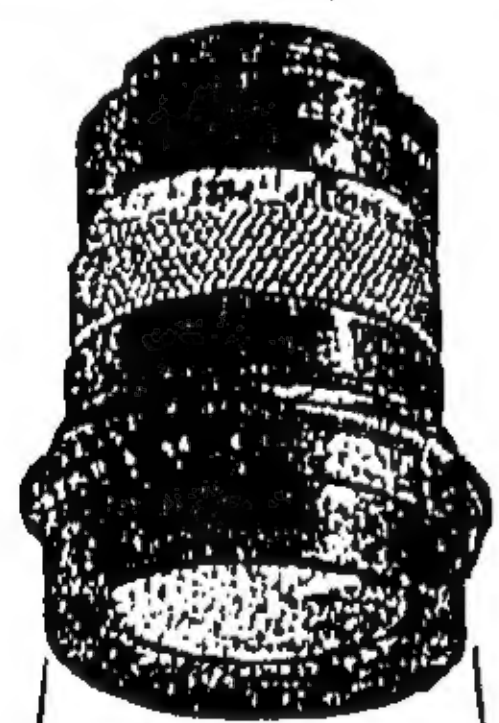
Hongkong Sunday Herald.

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HOME AGAIN!

Wonderful Flight
of R.100.

DAWN OF NEW ERA.

London, Yesterday.
The R.100 dropped her mooring
cable at Cardington at 10.30 this
morning.

A later message adds:—
R.100 moored at noon to-day
after approximately 57 hours, fly-
ing time. They were officially wel-
comed by Lord Thomson, who
congratulated Wing-Commander
Colmore, his officers and crew on
accomplishing the first stage in
the development of British air-
ships, whose contribution to Im-
perial air communications must
be of incalculable significance.

A Joyful Journey.
A contrast between airship and
steamship travel to the distinct
advantage of the former was
made by Reuter's special corre-
spondent aboard the R.100, at the
conclusion of 8,000 miles with-
out a real mishap.

The comfort, speed and safety
which converted passengers' earlier
ideas of a "great adventure"
into a charming joy-ride, and
enjoyment of the scenery was
otherwise unattainable. There
were instances of passing over
steamers pitching in rough
seas, whereas a brimming glass
of water which was experimentally
placed on a table in R.100 at
Montreal was unshaken at the end
of the journey.

It is declared that the plans,
theories and forecasts for the
past five years have been just-
ified by the present voyage,
which betokens regular bi-weekly
air services between Britain and
Canada.—Reuter.

LINER IN PERIL.

Mishap En Route to
'Frisco.

ANXIETY ALLAYED.

Wellington, N.Z., Yesterday.
Reports are being anxiously
followed here as to the plight
of the mail steamer Tahiti, which
was bound for San Francisco. It
is understood that she has lost
her propeller and is leaking 460
miles south-west of the Cook
Islands.

There are over 100 passengers
aboard, which include Sir Hugh
Percy Allen, Professor of Music
at Oxford University. The
steamers Tofua and Ventura have
responded to the S.O.S., but they
are two days' sail from the dis-
tressed liner.

Latest wireless messages state
that the passengers have been
taken off in lifeboats. The cap-
tain of the Tahiti reports all well,
and the crew are trying to stop
the leak.

Another steamer is believed to
be fairly near and is hastening to
the assistance.—Reuter.

MR. A. SCHUBERT.

New Finnish Consul
to Canton.

Canton, Yesterday.
Mr. A. Schubert, Manager of
Reuter, Brockelman & Co., has
been appointed Consul for Finland
at Canton.

Mr. Schubert has been in Can-
ton for the last 22 years, and is
one of the most popular men
among the members of the Ger-
man community; he is thoroughly
familiar with the customs of the
Chinese, among whom he has
many friends, and speaks Can-
tonese fluently.—Canton News
Agency.

DUKE'S MISSION.

Off to Coronation in
Ethiopia.

London, Yesterday.
It is officially announced that
the Duke of Gloucester, accom-
panied by a suite of six, includ-
ing the Earl of Airlie, leaves Lon-
don in mid-October to attend the
coronation of the Emperor of
Ethiopia.—Reuter.

THE FIFTH TEST

REMARKABLE SCENES AT THE OVAL

**WYATT COMMENCES WELL BY
WINNING TOSS**

HOBBS OUT FOR 47

The final selection of the England XI leaves one wondering. There are only three regular first-class bowlers included. Wyatt, Hammond and Leyland can all take spells of bowling but cannot be reckoned as match winners.

The inclusion of Whysall comes as a surprise, as it has always been considered that the bowler needed strengthening, not the batting. Parker, with his name included in the list of fourteen players, looked certain of recognition, but even the addition of Wyatt's batting skill was not sufficient to give him a place.

The Australians have made one change in their team. Archie Jackson has been given another chance, causing the exclusion of Victor Richardson.

Remarkable scenes were witnessed at the Oval where huge crowds assembled from all over the country. The earliest arrivals came at six o'clock on Friday evening and kept an all-night vigil outside the ground.

R. E. S. Wyatt delighted the large crowd by winning the toss and sending England in to bat. Hobbs and Sutcliffe had put on 68 runs when the former gave Kippax an easy catch off Wall's bowling.

ENGLAND XI.

R. E. S. Wyatt (captain).
K. S. Duleepsinhji.
I. A. R. Peebles.
J. B. Hobbs.
H. Sutcliffe.
W. R. Hammond.
M. Leyland.
W. Whysall.
M. W. Tate.
H. Larwood.
G. Duckworth.
Twelfth man: E. Hendren.
—Reuter.

NORTHERN WAR.

Vital Struggle on
Lunghai Front.

AN EARLY DECISION?

[From Our Own Correspondent.]

Shanghai, August 16.

The fall of Tsinan would seem to mean that the Northern forces have received a very severe check in their campaign in Shantung.

They may, however, still enter-
tain some measure of hopefulness
regarding the Lunghai Railway
zone, where the Kuominchun
forces in co-operation with the
Shansi troops are making steady
advance towards Kweichow. Here
the Nationalists' position is
rather weak due to large bodies of
troops being despatched to other
centres.

Kuominchun Plans.
The Kuominchun hope to break
through their opponents' main
line of defence here and to join
up with General Sih Yin-san's
troops on the southern Shantung
border.

This would mean that the vic-
torious Nationalists in Shantung
would be cut off. However, up
to the present the Nationalists in
the Lunghai Railway zone are
still holding their ground if not
able actually to repulse their
enemy.

The whole situation, summed
up, hinges on the battle in the
Lunghai region, and an early de-
cision seems probable.

Raid on C.E.R.

Mukden, Yesterday.

Travellers on the Chinese East-
ern Railway report that a raid
evidently by regular Mongolian
and Russian cavalry, have occur-
red on the Railway, between
Hailar and Taitshihar, also, that
there is increased military ac-
tivity by the Red Army on the
Manchurian border.—Reuter.

London, Yesterday.

There were remarkable scenes
in the immediate vicinity of the
Oval to-day. The earliest ar-
rivals were those who took up their
positions outside the ground at
six o'clock yesterday evening.
At eight o'clock this morning
they were joined by others who
helped to swell the queue to a
quarter of a mile in length.

Almost everyone was carrying
a mackintosh, not trusting the
early morning sunshine. All the
vantage points were immediately
snapped up when the gates were
opened. Twelve thousand were
admitted through the turnstiles
within half an hour, and yet the
queue never seemed to diminish
in length, so great was the en-
thusiasm roused by this "mar-
athon" Test match.

A crowd of 30,000 cheered
Wyatt when it was seen that he
had won the toss. The wicket
was in perfect condition and the

AUSTRALIAN XI.

W. M. Woodfull (captain).
A. F. Kippax.
W. H. Ponsford.
D. G. Bradman.
S. McCabe.
A. Jackson.
C. V. Grimmett.
T. Wall.
P. M. Hornibrook.
A. G. Fairfax.
W. A. Oldfield.
—Reuter.

MUKDEN WAR LORD

Rumoured Death in
Peitaiho.

SIGNIFICANT FACTS.

Peking, Yesterday.

Reports of Chang Haueh-liang's
death at Peitaiho are reaching
foreign as well as Chinese circles.
Authorities generally are of op-
inion that they are untrue, but a
significant number of military
officers have left for Peitaiho this
week to "comfort Chang in his
illness."

Martial law was suddenly pro-
claimed at Peitaiho on Thursday
owing to an alleged mutiny. It is
stated that the mutiny was quick-
ly suppressed, and that some of
the mutineers fled to the country.
A Report from Japan.

Nanking, Yesterday.
It is reported that the Japanese
Consul at Mukden has cabled the
Japanese Government that
Chang Haueh-liang was either
assassinated or died at Peitaiho
yesterday. It is further stated
that the Japanese Charge
d'Affaires in China has been in-
structed to enquire of the Foreign
Ministry for confirmation.—
Reuter.

KIDNAPPED BRITONS

"Unwise to Pay a
Large Ransom."

ATTEMPTS AT RELEASE.

Peking, Yesterday.

The British authorities here
are unable to indicate when the
release of Miss Nettleton and Miss
Harrison is likely. Consul Martin
has left Yenching for Kienning to
negotiate their release, while Lu
Hsin-pang has sent troops against
the bandits. Thus a mixture of
force and persuasion is being em-
ployed.

The British authorities are em-
phatic that it would be most un-
wise to pay a large ransom, as
this would mean that the safety
of all foreigners in the interior
would be endangered, but possibly
a very small amount to cover

PIRATE OUTRAGE.

Mines Blow Up the
Wing Sang.

TWENTY KILLED.

Canton, Yesterday.

The tow-boat Wing Sang which
was being towed by a steam
launch while on her regular run
from Canton to Kongmoon, was
thrown into an uproar at 10.30
p.m. last Monday, when mines
laid by pirates at Chan Chuen
Kow exploded.

The tow-boat left Canton at
8 p.m. on the night in question,
carrying more than 120 passen-
gers, besides a large quantity of
goods to Kongmoon.

Upon arrival at Chan Chuen
Kow, it struck the mines laid by
the pirates, which exploded and
made a large hole in the hull,
through which water rushed into
and sank the boat in a very short
time.

Instantly Killed.

Seventeen passengers and eight
crew were instantly killed by the
explosion, while ten passengers
were seriously wounded. It is
estimated that the loss in goods
amounted to \$6,000.00.

Fortunately for the other pas-
sengers and crew, the scene of
disaster was very near the village
of Chan Chuen. Immediately
after the explosion, the launch
Chung Hing speeded to Chan
Chuen and managed to obtain a
rescue party who arrived at the
scene before the tug-boat was
completely under water. But for
the timely aid of the villagers and
the presence of mind of the cox-
swain of the Chung Hing the
casualties would have undoubtedly
been much more than they
were.

Notorious Gang.

Investigations again disclose
the fact that this was another
outrage committed by the noto-
rious gang of pirates who call them-
selves the "Kai Hung Tong," the
capture of some of whose
members was previously reported.
—Canton News Agency.

CANTON'S BEEF.

Trouble Over Hides
Surtax.

BUTCHERS ANNOYED.

Canton, Yesterday.

As a protest against the recent
surtax imposed by the Depart-
ment of Finance on cow-hides,
which indirectly affects their pro-
fit, all those engaged in the busi-
ness of slaughtering in Canton
have refused to continue.

Unless some measures are de-
vised by the authorities to solve
the present situation, Canton is
likely to have no beef for some
days, as the tax imposed on leath-
er and raw hides are such as to
make it impossible for the leather
dealers and shoemakers to derive
any profit from their industry.

Falling to get the usual cus-
toms from the shoe-makers, the
Leather Dealers Guild has stop-
ped all their purchases from the
slaughter houses in Canton, with
the result that all those engaged
in the latter business are deprived
of their main source of income.

The only recourse they may
adopt is to increase the price of
beef to something like 60 cents
per catty, but as they are bound
under contract to supply the re-
staurants, ten-houses, etc., at the
old price for at least another
month, there is no other way
whereby they can overcome the
difficulty but to suspend business.
The local authorities are now tak-
ing steps to solve the problem.—
Canton News Agency.

Costs of food for the captives and
other such items might be paid.
Government troops have also
been despatched to attempt the
release of Father P. Laffan and
J. Linham, who were captured
by bandits at Sientaochen on
April 28. The priests were at-
tached to the St. Columban
Mission in Hanyang.—Reuter.

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AND ALL

EXCESS STOCKS

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BE

CLEARED

THEREFOR

STILL

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tion.
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In basket weave pots.
Primrose, heather, etc. 25 only.
To Clear, 50 Cts. per Pot.

Children's Overalls, Frocks, etc.
All fast colours.
Limited Number Only.
To Clear, 75 Cts.
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Manufactured from fine quality
cotton and wool. Size: 54" x 78".
To Clear, \$3.75 each.

THERMOS FLASKS.
The only flask with a glass cup.
Usually \$3.25 Each.
To Clear, \$1.95 Each.

FLY SWATTERS.
Slightly damaged.
Limited lot only.
To Clear, 5 Cts. Each.

"WAYDERO"
Summer Dress Fabric. 27" wide.
Fast colours. Various designs
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NIGHT DRESS TOPS
In shades of ecru and colour
embroidered.
To Clear \$2.25, \$2.50 &
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HONG KONG—MACAO LINE.


Sailings from Hong Kong: Daily, at 8 a.m. & 2 p.m. (Sundays Excepted.)
Sailings from Macao: Daily, at 8 a.m. & 2 p.m. (Sundays Excepted.)

EXCURSION TO MACAO.

SUNDAY, 17th August,
S. S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 5.00 p.m.

NOTE.—All Steamboat Company's steamers are fitted with wireless.



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MENTHOLATUM is a household necessity, as it is invaluable for bruises, cuts, burns, headaches, neuralgia, colds and a great many other, every day ailments.

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ESTIMATES FREE.

HOME SPORT

CRICKET

Test Players' Poor Recompense.

Attention is being drawn at the present time to the pay of the English professionals who, we are told, are very dissatisfied with the amount of money they receive for playing in a Test match. The amount is £40 a match, and when one remembers that £3 goes in income tax, and that each professional must pay his own expenses with the exception of travelling, it is clear that the £20 or so that remains is poor recompense for a cricketer who has reached the top of his profession. It is true that each professional is entitled to receive a bonus of £10 per match for each game in which he plays.

It is manifestly unfair that Tate, for example should receive only £5 a day profit. Surely his services to England are worth more than that. People are now taking up the cudgels on behalf of the professional cricketer. The average rate of pay altogether works out at between £10 and £12 a match. Assuming that they take part in all the 23 matches on the championship programme, their total earnings at £12 a match are £236, minus expenses, and at the finish their net income cannot be much more than half their earnings.

People are now suggesting that at any rate for the Tests the M.C.C. should "foot the bill" for the players' expenses. The additional day to a test, too, makes the players miss two county matches, so that taking this into account, they are at the present time no better off through playing in a test. The match at Nottingham cost them only £300 plus the expenses of the two amateurs, and surely they could easily spare another £100. The champions of the professionals compare their lot with other sportsmen to their great disadvantage since it is pointed out that footballers, boxers, and even jockeys do so much better.

Australian Tour Complaints.

Mr. Kelly, the manager of the Australian team, proclaimed his displeasure in mail week about the programme of the Australian team after a Test match, the travelling they have to do, and the necessity, according to the programme mapped out for them, of starting a new match no matter how far away, the very next day. Most people agree that there is cause for his grumble, and sympathise with the team in having to rush away after a strenuous test to play a County match. His feelings in this respect came to a head after the Second Test at Lord's. He says that immediately after the strain of a desperate Test struggle the Tourists should not be called upon to meet such a strong county as Yorkshire, as they did on this occasion. The players were mentally and physically worn out after the tussle at Lord's, but they had immediately to rush for a train to Bradford and next morning commence a match against a strong side. Mr. Kelly intends to recommend to the Australian Board of Control that in future tours at least one day's rest should be allowed for each Test. "These Test matches of four days' duration have, in my opinion," he said, "very long hours of play. This point, which, no doubt, has been overlooked becomes very important. There may be inherent difficulties in adopting my suggestion—difficulties from the counties' point of view—but, I shall raise the matter by making some such recommendation as I have indicated to the Board of Control when we get back to Australia, with a view to seeing whether something can be done to avoid putting our men under a handicap. If the Test match had not finished before the time fixed for drawing of stumps, we could not have caught a train to Bradford, 200 miles away until midnight, and our fellows could not have obtained proper sleep in preparation for the Yorkshire match."

"In fact Mr. Kelly thinks that much unnecessary travelling is done as regards the whole tour. After the next Test at Leeds, due to finish on July 15, the Australians travel to Edinburgh to start their Scottish tour on the follow-

PING PONG.

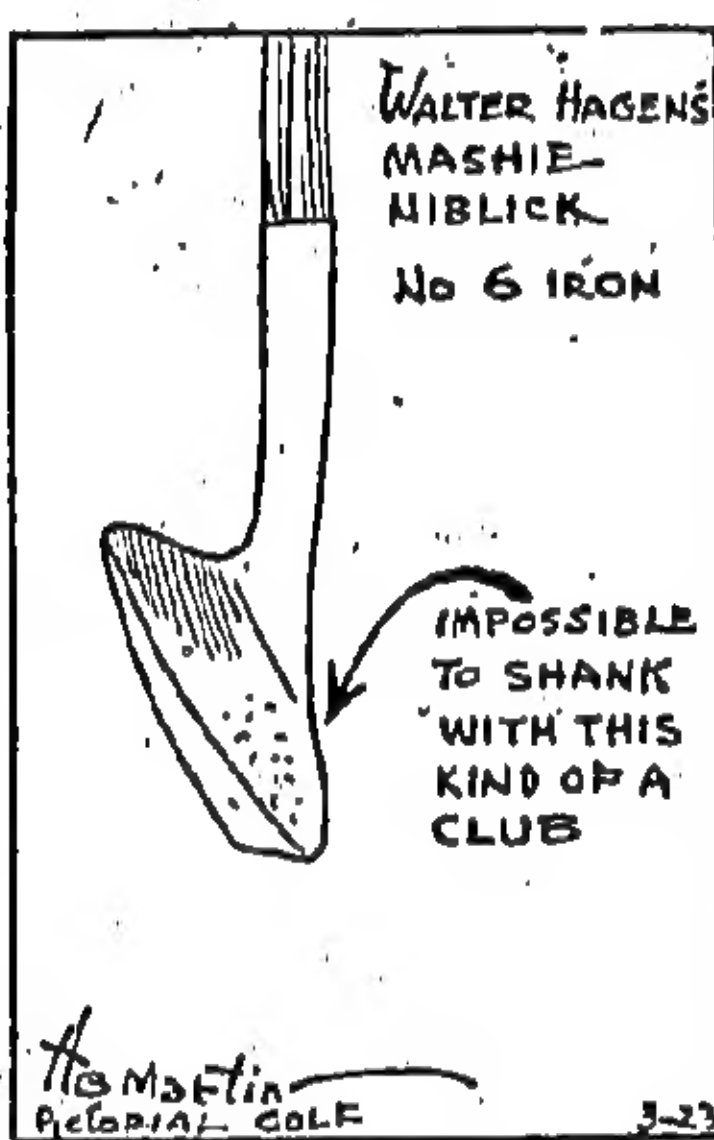
Death of Inventor.

London, July 10.
Mr. James Gibb, inventor of ping-pong, and a famous athlete, who died last April, aged 76, left estate of the gross value of £155,115 2s. 1d. with net personalty £148,816 15s. 4d. He was the founder of the engineering firm of James Gibb and Company, Limited, Fenchurch Street, E.C., and was a well-known resident of St. Lawrence, Ventnor, Isle of Wight. He left his shares in James Gibb and Company, Limited to his wife with the express wish that she will carry out his known intentions with regard to them. After bequeathing some legacies and annuities, he left the residue to his wife. Mr. Gibb had to do a great deal of experimenting before he created ping-pong as the public knows it. He began one evening playing with champagne corks and cigar-box lids as bats. Next he tried india-rubber balls covered with white paper. These were not a success, so he had celluloid balls specially made. It took him some time to find someone sufficiently interested to launch the game. Eventually he persuaded some sport outfitters to take it up, and within a few weeks ping-pong became the rage. Mr. Gibb was one of the founders of the Amateur Athletic Association.

PICTORIAL GOLF INSTRUCTION

BY
H. B. MARTIN

THRILL IN USING MASHEE NIBBLICK.



Walter Hagen's mashee niblick is one of the best clubs of its kind ever invented. Sometimes even the most expert player has trouble in shanking his shots. This club is designed to prevent this. The blade is not large but there is plenty of room to hit the ball and enough margin to allow for an error.

It is one of the most valuable clubs to carry and Walter has found it to be his best friend on more occasions than one. If a golfer does not use a mashee niblick he has missed many a thrill that he would otherwise get out of pitching up to the pin.

(Copyright 1930 by The Bell Syndicate, Inc.)

ing day; a match at Taunton, against Somerset, follows immediately after the Manchester Test match, which is due to finish on July 18. The last Test Match at Kennington Oval is due to start on August 18, and will be played to a finish if the destination of the "ashes" has not by then been decided. If the match finishes on the 4th day the Australians travel to Bristol to play Gloucestershire on the following day.

Too Many Matches.

It is also time to make some complaint with regard to the undoubted fact that the Australians play far too many matches in this country. Many of them should not be played at all, especially against the weaker counties, and only those should be arranged in which the cricket can be regarded as serious. Thus in mail week the Australians were playing Nottingham, one of our strongest counties. They left out the four best men of their team; they allowed Kippax to do a good deal of the bowling and they arranged for stumps to be drawn very early, not to get away to another match, but to start their rest before the Leeds Test. The whole match was really farcical. Surely the Australians need not work themselves to pieces to make sufficient money to pay for their tour.

ATHLETICS

Women's Feats.

One world's and five British records were beaten during the Women's Inter-club championship meeting, organised by the Middlesex Ladies A.C. at Stamford Bridge. The challenge trophy presented by the Proprietors of the Daily Mirror was again won by the Middlesex Ladies A.C. after a keen struggle with the London Olympians A.C. only one point separating the clubs at the finish.

The world's record was accomplished by Miss Lucy Howes (Middlesex L.A.C.) when winning the one mile walk in 8 min. 12.1-5 sec. beating her own world's and British record by 5.4-6 seconds. Miss Howes walked supremely well throughout, although she had a great fight with Miss C. Mason, a clubmate, before the last named was ruled out by the judges when only 200 yards from home. Miss M. Weston (Middlesex) won three events, the discus throwing, putting the shot and throwing the javelin. Her distance of 100 feet 2 3/4 in. in the javelin record beat Miss Fawcett's British record by 1ft. 5 3/4 in. Miss M. Cornell (Mitcham A.C.) who won the 80 metres hurdles race, equalled the world's record of 12.1-5 sec. and won the long jump with a leap of 19ft. 0 1/2 in. beating her own British record by an inch. Miss E. M. Hiscock (London Olympians) also equalled world's record when she won the 220 yard in 25.7-10 sec.

FOOTBALL

Lure of Chelsea Club.

As was only to be expected with the return of the Club to the First Division of the League, the proceedings at the annual general meeting of the Chelsea Football Club held at the Stamford Bridge grounds, proved of a very harmonious character. The reports and balance sheet—the latter showing a profit on the season of £1,939 in spite of the fact that the receipts were reduced by £5,594—were adopted. The gate revealed a drop of about £2,000, there not being any Cup-ties to augment. As an effect there was a reduced expenditure of over £2,000. The chairman spoke most hopefully of their prospects in the coming season, for which they had secured some important new talent, notably H. Gallacher, A. G. Cheyne, J. Hope from Gateshead, the London Caledonian, S. W. Macintosh, J. Ramlin (Charlton), and W. Routledge (Colwyn Bay). It was decided not to fill the vacancy caused by the resignation of Mr. Vivian J. Woodward. With Cheyne, Gallacher and Rabbington and Andy Wilson at inside left, Chelsea's attack should be worth watching next season. Few clubs will be in a position to draw upon such football artistry for their inside forward positions. Cheyne cost Chelsea £5,000. Cheyne himself wanted the change.

As regards other transfers Hull City, Raith Rovers, and Clyde were all negotiating for the transfer of French, of the Airdrieonians, but it was Gillingham who succeeded in getting him. With French at inside right and Harry Loasby from Northampton at centre forward, Gillingham's attack should be a warmer proposition than it has been for several seasons.

The Arsenal F.C. also held their annual meeting this week, and that too was a happy affair.

The Brighton and Hove Albion F.C. have purchased the Goldstone ground.

Watford have signed on J. T. Smith, a fullback from Leicester City, with whom he has been playing for two seasons.

Leytonstone F.C.'s report shows a loss of over £402 on last season, and for the first time in the history of the club there is a bank overdraft of £78.

Reading have figured in the transfer market on many occasions recently, and they made another addition to their playing strength, signing Matthew Forster, the Tottenham Hotspur full-back. Forster had been on the books of the Edmonton club for ten seasons, and can play in either full-back position. They have also secured Cyril and Gillespie from Blackburn.

Stockport County have been elected to the Central League.

At a meeting of the League in Manchester, Stockport and Newcastle each received 11 votes. The chairman of the meeting, Mr. John McKenna (Football League) gave his casting vote in favour of Stockport, who thus retain their position in the competition. Stockport recently had appealed against Newcastle's election, and the Appeals Committee of the Football Association at their meeting at Whitby declared the election void.



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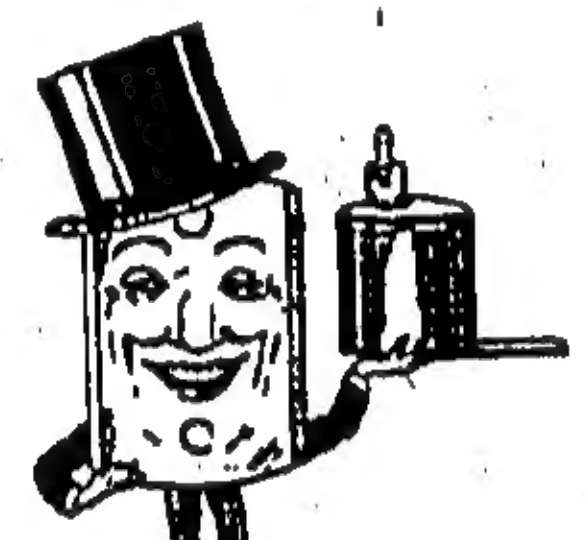
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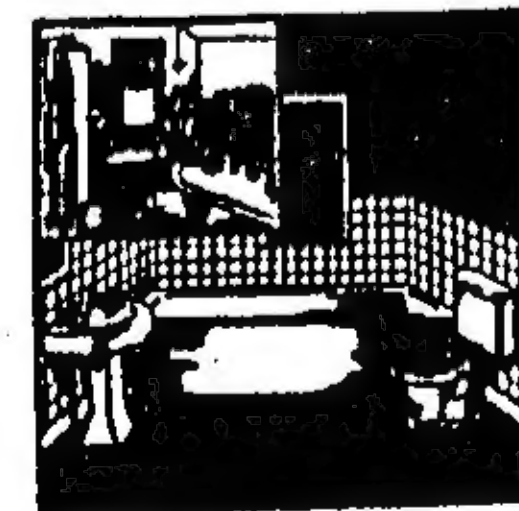
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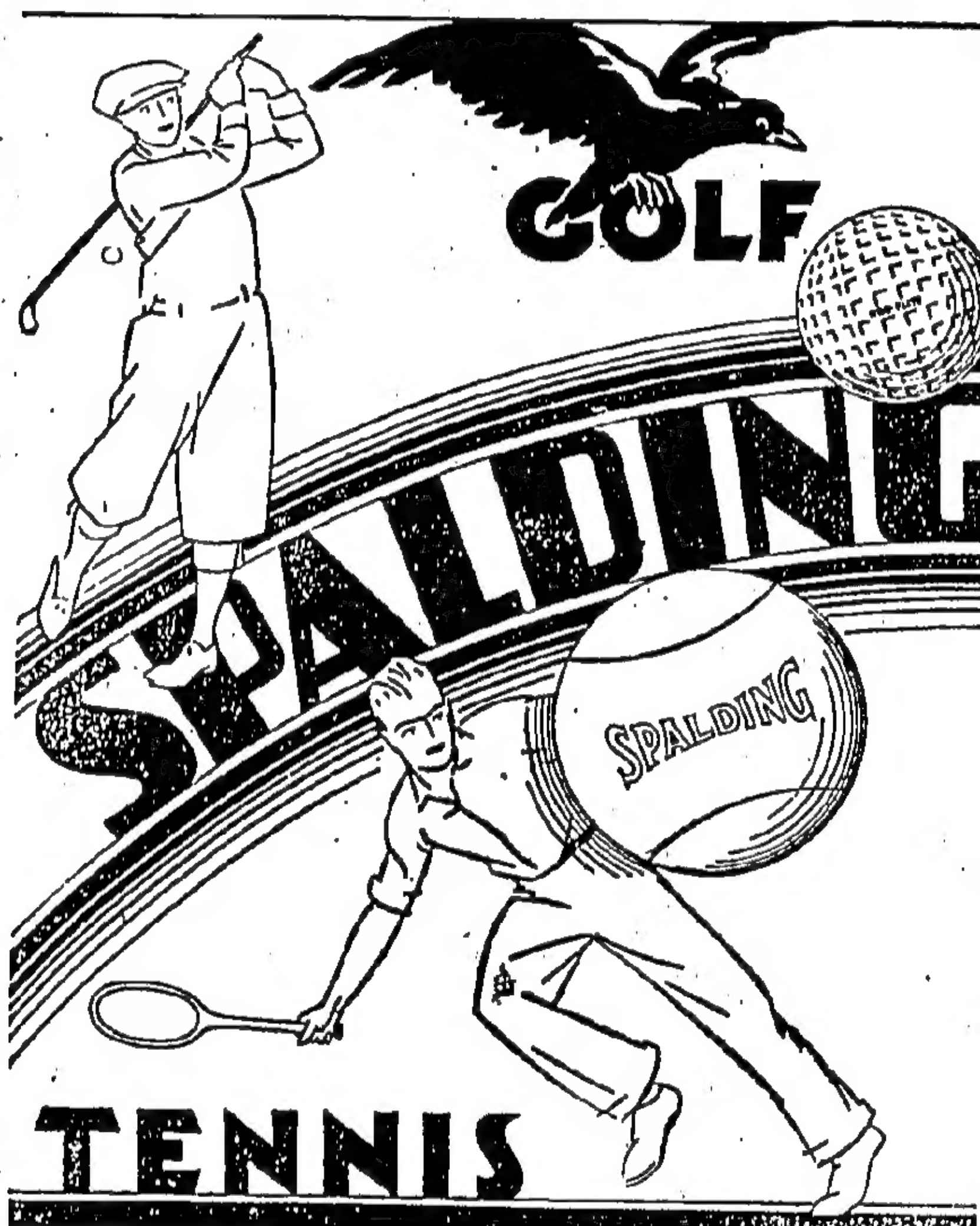
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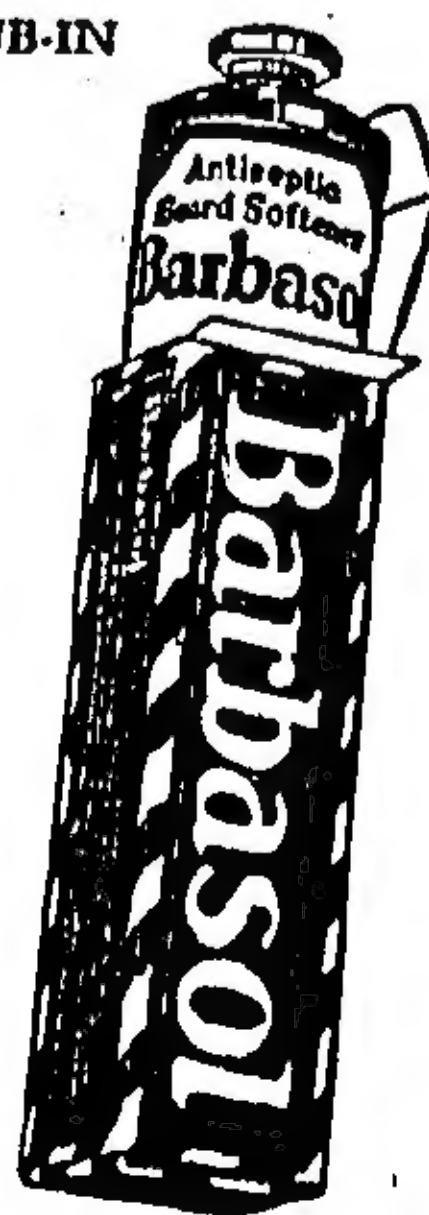
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LAWN BOWLS.

Both Civil Service Teams Down.

CRAIGENGOWER FORGE AHEAD.

"Electrics" Spring a Surprise.

Yesterday's results in the Lawn Bowls League provided not a few surprises. The Civil Service C.C. lost again, for the second time in succession, in Division I, whilst both the joint leaders in the second division went down.

The Craigengower C.C., holders and leaders in the senior section, easily overcame the Club de Recreio. Kowloon Dock provided a big surprise by defeating Civil Service. Other victors went to the Tai Koo R.C. and the Kowloon C.C., at the expense of the Kowloon B.G.C. and the Police R.C.

EXCITEMENT AT TAIKOO.

Amid great excitement at Tai Koo, the home team scored a narrow victory over the Bowling Green, thanks to R. K. Duncan, who lay a wood in the last head of the day for his side to win by two shots. The Electric R.C. trounced Civil Service by 14 shots, chiefly due to a big margin on one rink. The Kowloon C.C. upset calculations against the Yacht Club, whilst Craigengower romped home against the Club de Recreio.

League I.

RECREIO v. C.C.C.

At King's Park, the Club de Recreio lost to the Craigengower C.C. by 34 shots. Scores:—

Craigengower.	W. T. Brightman	(Skip) ... 24
C. H. Basto.	W. Collins	(Skip) ... 11
L. A. Gutierrez	C. S. Rossetti	(Skip) ... 11
C. A. Lopes	R. B. Basso	(Skip) ... 11
P. A. Yvanovich	E. Tuck	(Skip) ... 23
R. A. C. Basto	A. E. Coutas	(Skip) ... 11
H. A. Alves	A. el Arculli	(Skip) ... 11
C. E. Marques	U. M. Omar	(Skip) ... 11
A. C. V. Ribeiro	F. J. Neves	(Skip) ... 11
A. S. Gomes	M. A. B. Sousa	(Skip) ... 11
L. C. R. Souza	D. Ramjahn	(Skip) ... 11
C. G. Silva	B. W. Bradbury	(Skip) ... 11
R. F. Luz	(Skip) ... 20	33

C.S.C.C. v. KOWLOON DOCK.

At Happy Valley, the Civil Service C.C. lost to the Kowloon Dock R.C. by four shots. Scores:—

Civil Service.	J. V. Ramsay	(Skip) ... 15
E. W. Simmonds	G. Henderson	(Skip) ... 15
Jas. T. Dobbie	A. M. Calman	(Skip) ... 15
J. Hollidge	S. Gray	(Skip) ... 15
A. W. Grimmett	W. Greig	(Skip) ... 15
J. Orem	E. Docherty	(Skip) ... 15
L. E. Longbottom	F. C. Goodman	(Skip) ... 15
G. C. Moss	W. Hedley	(Skip) ... 15
J. Gregory	C. Atkinson	(Skip) ... 15
F. J. Jones	G. Mitchell	(Skip) ... 15
S. E. Alderman	H. G. Cooper	(Skip) ... 15
A. H. Oswick	F. Cullen	(Skip) ... 15
A. O. Brown	(Skip) ... 21	54

K.B.G.C. v. TAIKOO.

On their own ground, the Kowloon B.G.C. lost to the Tai Koo R.C. by 15 shots. Scores:—

Bowling Green.	Tai Koo R.C.	55
G. Sherriff	J. C. Chalmers	55
J. S. McIntosh	J. C. Polson	55
D. Muir	J. Russell	55
A. M. Holland	W. Wotherspoon	55
T. S. West	J. B. Chapman	55
P. T. Farrell	N. Drummond	55
H. M. McAvale	J. Ferguson	55
(Skip) ... 19	(Skip) ... 24	55
V.H.M. Chittenden	G. McLeod	55
C. S. Best	J. Sloan, Sr.	55
E. W. L. Hogbin	J. Laing	55
L. Guy	R. C. Wallace	55
(Skip) ... 18	(Skip) ... 29	55

K.C.C. v. POLICE.

On their own ground, the Kowloon C.C. defeated the Police R.C. by 18 shots.

Kowloon C.C.	Police R.C.	55
E. C. Fincher	Smith	55
J. A. Howe	S. H. Riddell	55
W. Hyde	W. McHardy	55
J. C. Lyle	J. Fender	55
(Skip) ... 28	(Skip) ... 15	55
H. Gittins	W. McLeod	55
C. J. Tachai	G. Alexander	55
A. Hyde-Lay	F. Nolan	55
J. Fraser	E. G. Post	55
(Skip) ... 25	(Skip) ... 19	55

O. B. Raven	W. S. Dall	72
B. Petheram	Hunter	54
H. Overy	W. Glendinning	54
A. E. Silstone	J. C. West	54
(Skip) ... 19	(Skip) ... 20	54

League II.

TAIKOO v. K.B.G.C.

On their own ground, the Tai Koo R.C. defeated the Kowloon B.G.C. by two shots. Scores:—

Tai Koo R.C.	Bowling Green	59
K. McIntyre	Sheppard	59
W. Brown	E. Korn	59
G. H. Stewart	F. R. Rapley	59
H. McKechnie	G. E. Roylance	59
(Skip) ... 20	(Skip) ... 22	59
T. Swan	D. W. Phillips	59
W. Cunningham	H. F. Stoneham	59
S. Amery	W. E. Halo	59
D. C. Walsley	A. W. E. Davidson	59
(Skip) ... 25	(Skip) ... 16	59
T. Stainton	G. Chambers	59
W. Ball	G. E. F. Thompson	59
D. Munro	H. Ross	59
R. K. Duncan	W. S. Drake	59
(Skip) ... 14	(Skip) ... 19	59

ELECTRIC R.C. v. C.S.C.C.

At North Point, the Electric R.C. defeated the Civil Service C.C. by 14 shots. Scores:—

Electric R.C.	Civil Service	63
W. Stoker	F. Willmott	63
E. Thompson	L. E. Luck	63
Hill	W. Bickford	63
F. F. Duckworth	J. R. Archibald	63
(Skip) ... 31	(Skip) ... 7	63
V. G. Kerley	P. T. Knight	63
T. P. Sanderson	H. E. Strange	63
G. T. Padgett	R. R. Davies	63
W. H. B. Muskett	W. E. Hollands	63
(Skip) ... 19	(Skip) ... 19	63
A. Tarbuck	E. L. Holland	63
Sorby	R. R. Wood	63
H. Hatch	F. H. Holdman	63
L. de Rome	F. H. W. Haynes	63
(Skip) ... 13	(Skip) ... 23	63

YACHT CLUB v. K.C.C.

On their own ground, the Royal H.K. Yacht Club lost to the Kowloon C.C. by 18 shots. Scores:—

Yacht Club	Kowloon C.C.	46
E. B. Reed	C. G. Harrison	46
J. Bentley	G. S. Dinnen	46
B. E. Maughan	T. W. Carr	46
A. Chapman	L. J. Blackburn	46
(Skip) ... 11	(Skip) ... 24	46
A. Murdock	W. Borrowman	46
N. Currie	W. W. Hirst	46
P. W. Ramsay	A. C. Burford	46
A. Macfarlane	V. C. Labrum	46
(Skip) ... 17	(Skip) ... 23	46
E. S. Abraham	L. Jack	46
N. V. A. Croucher	A. J. Kew	46
A. Stevenson	F. G. Herridge	46
A. L. Shields	J. M. Jack	46
(Skip) ... 18	(Skip) ... 17	46

C.C.C. v. RECREIO.

At Happy Valley, the Craigengower C.C. defeated the Club de Recreio by three shots. Scores:—

Craigengower	Recreio	55
F. Finner	J. J. M. Alves	55
W. Ward	J. J. Baato	55
Y. Abbas	R. R. Roberts	55
J. Cavanagh	A. H. Basto	55
(Skip) ... 22	(Skip) ... 17	55
D. K. Kharas	F. V. Ribeiro	55
Summons	H. Rozario	55
R. C. Reed	E. M. Remedios	55
W. Gill	F. X. M. Silva	55
(Skip) ... 18	(Skip) ... 20	55
W. McBride	M. P. Baptista	55
E. Mowling	A. V. Barros	55
A. L. de Sousa	C. M. S. Alves	55
J. Carr	A. E. S. Alves	55
(Skip) ... 19	(Skip) ... 19	55

HUNTING CLUB.

New Sporting Scheme for Canton.

MANY APPLICATIONS.

Canton, Yesterday. A successful effort has been made to institute a Hunting and Plover Club in Canton, and an unexpected number of people, both merchants and Government officials, is interested in this new sporting scheme.

The Hunting and Plover Club is to have its club house in a building rented for that purpose on the Shau Kei Maloo, facing Sha-moon. The entrance fee is fixed at \$20.00. Members are expected to purchase their own rifles and ammunitions through the club.

Target Practice. It is said that General Wong Kew-keung, head of the Peace and Maintenance Corps, and a promoter of the club, has promised to negotiate with the authorities to permit the members of the club the use of the North Parade ground for target practice.

Already over 40 prominent citizens who have sent in their applications for memberships are now busily purchasing native hunting-dogs for the approaching hunt.

The club has fixed Sundays and holidays for members to proceed in company to the outskirts of the city for hunting and picnics.—Canton News Agency.

TO-DAY'S GOLF.

Starting Times at Fanling.

The Royal Hong Kong Golf Club notifies the following starting times for to-day:—

9.20 a.m.	G. G. Johnston, W. J. Clerk.
9.24	A. D. Humphreys, E. Dos Yoeux.
9.28	Dr. Dovey, H. C. Shrubsole.
9.32	F. Leach, A. Young.
9.36	H. T. Buxton, G. Castle.
9.40	D. J. Keogh, J. S. Dykes.
9.44	V. E. Gordon, J. R. Collis.
9.48	O. Egan, D. Forbes.
9.52	W. Wright, D. E. Naish.
9.56	A. C. I. Bowker, A. Reid.
10.00	A. E. Lisman, W. C. Shields.
10.04	J. H. Geare, Capt. Weir.
10.24	N. K. Littlejohn, W. A. Stewart.

V.R.C.

Programme for Next Night Fete.

The following is the draft programme of events for the night fete on September 6 at the V.R.C.:—

1. 100 Yards Free Style—Championship of the Colony.
2. 100 Yards Breast Stroke—Championship of the Colony.
3. 100 Yards Free Style—Boys' Championship of the Colony. Open to boys 15 years of age and under.
4. 100 Yards Free Style—Ladies' Championship of the Colony.
5. 50 Yards Handicap—Members.
6. 50 Yards Handicap—Ladies.
7. Novelty Race—Members.
8. Chasing the Numbers—Members.
9. Team Race—Members.
10. Water Polo—V.R.C. v. Kowloon Swimming Club.

Entrance close 6 p.m. on Sunday, August 31.
Entrance Fees for Events 1 to 4—\$1 each event.
Entrance Fees must accompany entries.

LEAGUE TABLES.

The positions in the League to date are:—

Division I.	P.	W.	D.	L.	Pts.
Craigengower C.C.	12	11	0	1	22
Civil Service C.C.	12	9	0	3	18
Tai Koo R.C.	13	7	1	5	15
Kowloon C.C.	13	6	1	6	13
Kowloon B.G.C.	12	6	0	6	12
Club de Recreio	12	4	2	6	10
Kowloon D.R.C.	13	5	0	8	10
Police R.C.	13	0	0	13	0
Shots For and Against.	For	Against	Up	Down	
Craigengower C.C.	769	659	210	0	
Tai Koo R.C.	708	705	63	0	
Civil Service C.C.	699	640	59	0	
Kowloon D.R.C.	708	746	56	0	
Kowloon B.G.C.	714	692	22	0	
Club de Recreio	698	712	0	26	
Kowloon C.C.	794	833	0	39	
Police R.C.	610	949	0	339	
Division II.	P.	W.	D.	L.	Pts.
Kowloon B.G.C.	13	9	0	4	18
Civil Service C.C.	13	0	0	13	0
Yacht Club	12	7	0	5	14
Tai Koo R.C.	11	0	0	11	0
Kowloon C.C.	12	0	0	12	0
Club de Recreio	13	5	0	8	10
Craigengower C.C.	13	4	0	9	8
Electric R.C.	13	4	0	9	8
Shots For and Against.	For	Against	Up	Down	
Kowloon B.G.C.	828	728	110	0	
Civil Service C.C.	824	723	101	0	
Yacht Club	700	698	48	0	
Club de Recreio	772	769	22	0	
Tai Koo R.C.	649	639	10	0	
Kowloon C.C.	678	755	0	67	
Craigengower C.C.	734	811	0	80	
Electric R.C.	690	848	0	158	

SHAMROCK PRAISED

Good Impression in America.

FORMAL WELCOME.

New London, Yesterday.

Commodore Vincent Astor, of New York Yacht Club, arrived in the Flagship Nourmahal and formally welcomed Shamrock Fifth. He was greeted by Colonel Duncan Neill, of the Royal Ulster Yacht Club, who accompanied the Shamrock on her voyage.

Coastguard patrol boats are circling the Shamrock to keep off hordes of would-be visitors in small boats.

The Admiral commanding the local submarine base has offered Neill any assistance that may be needed.

American critics praise the Shamrock and say she looks as though she could slip through the water well in light airs and yet be able to stand up a blow.—Reuter's American Service.

BAD REFEREEING.

BARNESLEY CHAIRMAN EXPLAINS TEAM'S LACK OF SUCCESS.

Alderman J. S. Rose, who has been the chairman of the Barnesley Club for 21 years, made a strong attack on referees at the annual meeting recently.

Last season the club lost £3,962 following upon a loss of £3,865 the previous year, and Mr. W. P. Donald, a director, said they could not have had worse luck either with the players or in the results, many matches having been lost by the odd goal.

"We also had bad refereeing," said Alderman Rose. "I am sure we should never have been in the danger zone had we had referees like we used to have."

"The calibre of our referees decreases every year. We have not the type of referee we had 20 years ago."

"Then we had referees who got a cheer when they went on the field. Now you get murmurs because people wonder what they are going to get."

MAX SCHMELLING.

ADVISED NOT TO EXERT HIMSELF FOR TWO MONTHS.

Max Schmelling, the German holder of the world's heavyweight boxing title, has been ordered by his doctors to rest, announces Joe Jacobs, the German's American manager.

Mr. Jacobs says that Schmelling has cabled to him from Germany to say that German physicians have discovered an injury which threatens him with a rupture unless he rests.

This injury, which Jacobs contends was suffered by Schmelling in his championship fight at New York with Jack Sharkey, the American hope, will probably prevent the German heavyweight meeting Sharkey in a return match this autumn.

WIRELESS ON ARCTIC FISHING BOATS.

Not of Practical Value.

Scepticism of the value of wireless as a life saving agent on Arctic fishing vessels engaged in the Arctic fishing trade was expressed recently by one of

LOCAL TENNIS.

Only Two Games Yesterday.

FADING INTEREST.

Only two of the numerous postponed matches in the Lawn Tennis League were decided yesterday, both of which resulted in an odd-set margin, in favour of the University in the "B" division and the Indian R.C. in the "C", at the expense of the Nippon Club and the South China A.A. respectively.

What little interest there is remaining is mainly centred in the Mixed Doubles League where the Indian R.C. and the United Services R.C. are running neck-and-neck for the top place.

"B" Division.

NIPPON V. UNIVERSITY.

On their own ground, the Nippon Club lost to the University by four sets to five.

Scores:—	
Yoshikawa and Kinosita (Nippon)	6-4
beat F. Y. Khoo and Y. K. Ng	
beat G. de Sousa and G. E. Yeoh	7-6
beat D. K. Samy and P. P. Khoo	6-2
Takemasa and Hata (Nippon)	2-6
lost to F. Y. Khoo and Y. K. Ng	2-6
lost to G. de Sousa and G. E. Yeoh	2-6
lost to D. K. Samy and P. P. Khoo	4-6
Nakazato and Fujieda (Nippon)	4-6
lost to F. Y. Khoo and Y. K. Ng	4-6
lost to G. de Sousa and G. E. Yeoh	3-6
beat D. K. Samy and P. P. Khoo	6-8

"C" Division.

INDIAN R.C. V. SOUTH CHINA.

At Sookumpoo, the Indian R.C. defeated the South China A.A. by the odd set in nine. Scores:—

M. O. Hoosen and D. Mohamed (I.R.C.)	3-6
lost to Wong Fuk-nam and Ho Hin-kau	3-6
beat Chan Kam-moon and Chan Kam-hung	7-5
beat Slow Kam-sang and Liu Kwai-fan	7-5
A. B. Minu and D. M. A. Razack (I.R.C.)	4-6
lost to Wong Fuk-nam and Ho Hin-kau	4-6
beat Chan Kam-moon and Chan Kam-hung	6-2
lost to Slow Kam-sang and Liu Kwai-fan	4-6
J. S. Akker and S. A. R. Bux (I.R.C.)	6-3
lost to Wong Fuk-nam and Ho Hin-kau	6-3
beat Chan Kam-moon and Chan Kam-hung	6-3
beat Slow Kam-sang and Liu Kwai-fan	6-3

LEAGUE TABLES.

The positions of the teams up to date are:—

"A" Division.			
P.	W.	L.	Pts.
Indian R.C.	3	0	3
Kowloon C.C.	3	1	2
Chinese R.C.	3	1	2
Hong Kong C.C.	3	1	2
South China A.A.	4	1	3
M.B.K.	2	0	2
"B" Division.			
P.	W.	L.	Pts.
Chinese R.C.	12	0	12
Indian R.C.	12	1	11
Craigiepower C.C.	12	7	5
Club de Recreo	10	0	4
R.E. Sports Club	11	0	5
Hong Kong C.C.	11	0	5
South China A.A.	11	0	5
University	12	5	7
M.B.K.	0	4	5
Fowloon C.C.	0	4	5
United Services R.C.	0	3	0
Nippon Club	10	2	8
Civil Service C.C.	11	2	9
Kowloon I.T.C.	11	1	10
German T.C.	10	1	10
"C" Division.			
P.	W.	L.	Pts.
Chinese R.C.	11	0	11
Hong Kong C.C.	10	2	8
Indian R.C.	10	2	8
Club de Recreo	9	2	7
University	10	4	6
South China A.A.	10	4	6
Kowloon C.C.	10	5	5
Nippon Club	10	3	7
Philippine Club	10	2	8
Civil Service C.C.	11	2	9
Kowloon I.T.C.	11	2	9
German T.C.	10	1	10
Mixed Doubles.			
P.	W.	L.	Pts.
Indian R.C.	5	0	5
United Services R.C.	4	0	4
Kowloon C.C.	5	2	3
Chinese R.C.	5	2	3
Ladies R.C.	6	2	4
University	4	0	4
Club de Recreo	5	0	5

BUSINESS OPPORTUNITY.

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RUBBER ROADS.

Initial Obstacles Surmounted.

PROMISE OF SUCCESS.

The fifteenth annual general meeting of the members of Rubber Roadways Limited, was held at the registered office, 2, 3 and 4, Idol Lane, Eastcheap, London E.C.

Sir Stanley Bois (chairman of the company) presided.

The Chairman, in the course of his remarks, said:—It is with some satisfaction that your board are able to record certain definite progress in the activities of the company. I have on previous occasions stressed the fact that development of new uses of rubber is, unfortunately for producers, extremely slow. Rubber roadways are no exception in this respect, but the progress made has been definite and encouraging. Your company, in spite of many difficulties and setbacks, has carried this important use of rubber through experimental stages by means of subsidies and grants, and the demonstration areas which have been laid have proved that a rubber roadway is a technical success. The initial cost has been a stumbling block, but your board have never lost faith in their view that this almost insuperable obstacle will eventually be overcome.

Less Than £3.

A few years ago first cost was visualized at the high figure of £5 per square yard. Last year a scheme of finance was propounded on the basis of £4 per square yard. I am now able to state that as a result of intensive experiment and investigation one firm has found it possible to market a rubber paving-block at a price of between £2 10s. and £3. As a mile of rubber roadway, 45 ft. wide, will absorb some 250 tons of crude rubber, the commercial exploitation of a properly tested paving block is of considerable importance to producers. The price I have quoted enters into competition with granite setts, and when contracts are secured for rubber paving at that figure there should be no difficulty in formulating some co-operative scheme for manufacture and sale of rubber road blocks and providing for supplies of crude rubbers over a period of years at a stable price.

Your board have always held the view that the success of rubber paving lies in its adoption in those areas where the vibration-absorbing qualities of rubber and other advantages compensate for the higher initial cost compared with that of other forms of road surfacing. An instance of this is Lombard Street, a narrow thoroughfare with important buildings abutting on the road. In order to obtain the advantages of a rubber road, nearly all the property owners have agreed to contribute substantially towards the cost. We sincerely hope that the City Corporation will agree to the laying of rubber paving blocks in Lombard Street, particularly in view of the desire expressed and the assistance offered by the property owners concerned. There are many other streets in our large cities which could be similarly treated if we could only get the same assistance from property owners.

Ultimate Cost.

You will no doubt have observed that in the House of Commons the other day the Minister of Transport stated that, as the cost of rubber paving blocks very substantially exceeds that of the more expensive types of other suitable paving materials, he does not see his way to urge local authorities to use this particular material. I venture to suggest that this statement ignores the whole argument in favour of rubber because when dealing with initial cost of any form of road surfacing regard must be paid to the merits of each type and the ultimate cost.

There is no other material to compare with rubber, which possesses such anti-abrasive and shock-absorbing properties. Further, there is no doubt that the advantages of rubber paving, if expressed in terms of pounds, shillings, and pence, mean a large saving in maintenance costs, which taken over a period of years, would more than counterbalance the higher initial cost.

The increasing strain of modern road transport demands a more efficient road surface, and I can think of no other material than rubber to fill the bill.

Your company has given reasonable financial assistance to demonstrate the undoubted advantages of rubber paving, and, while a certain measure of subsidisation is justifiable in the earlier stages of development, commercial exploitation can only be successful on a strictly business basis, no that a permanent market can be established.

THREE STARS.

Jean Arthur, Mary Brian and Nancy Carroll.

COMING TO ORIENT.

Shanghai has been very fortunate recently in getting the presence of many film favourites. But never before in Shanghai's history have so many beautiful and talented girls arrived at one time.

Three beauties will soon grace the streets of Shanghai. Celebrities may come and celebrities may go, but the thrill of seeing your favourite cinema star face to face on the street is a thrill that is never forgotten. Imagine when walking down Nanking Road, one comes face to face with Nancy Carroll or Jean Arthur or Mary Brian. That will be the pleasure of many, for all these Paramount stars are coming to Shanghai in the near future. Nancy Carroll and Mary Brian on the President Adams, and Jean Arthur two weeks later on the President Harrison. These three are very prominent in filmdom.

Nancy Carroll, a Paramount star, who was so struck with Shanghai some time ago, has decided that she must see all the streets again and hear the noises of her co-workers, after listening to her talk about Shanghai, decided that they simply must see the great and glorious city. And now their dreams, as well as ours, have come true.

Ready to Hop.

Douglas Fairbanks and Mary Pickford were so profuse in their praise of Shanghai, that the young stars made up their minds and suitcases, and got ready to hop on the boat.

Nancy Carroll, who was last seen here in "Honey" and just finished "The Devil's Holiday," is accompanied by her husband, James Kirkwood, who will also be seen here soon in "Black Waters," a thrilling mystery story.

Mary Brian, a Paramount star is on the same steamer, and is "just thrilled to pieces" to use her own phrase. She has been kept so busy within the last year, having only a two-week vacation from the studio routine at the most, decided that she would get behind the reach of the telegrams from the studios that make a star's life so uncertain.

She has had several pictures shown over here recently, the most successful of which were "Only the Brave" and "The Virginian." The last picture that she made before leaving on her well-deserved holiday was "Light of Western Stars." The third Paramount star is Jean Arthur. Jean is a sweet young thing out of college for only a few years. Her ship will be the Harrison. Her role in the "Green Murder Case" and her charming portrayal in "Half Way to Heaven" were both excellent. Her next big picture here will be "Paramount On Parade." Shanghai should realize the honour that is being bestowed upon her, with the presence of these beautiful girls.—China Press.

ed which will be profitable to both producer and manufacturer.

Large Scale Development.

I mention this because a suggestion has been ventilated in the Press on several occasions, and brought before your board, that the severe depression in the rubber industry could be quickly ameliorated if a large proportion of the surplus stock and production of crude rubber were devoted to rubber roadway development. Unfortunately crude rubber is not the only item in the cost. On the basis of 250 tons of crude rubber per mile of roadway of an average width of 45 ft., this works out at £14,000 for the crude rubber at 6d. per lb. The complete cost of the roadway manufactured and laid would be about £70,000 based on the revised figures of cost I have given. It will be seen, therefore, that many miles of road would have to be laid and a very large capital outlay would be required to absorb a sufficiently large tonnage of crude rubber. Large-scale development will, I feel sure, come in time, but as a means of quick relief to the industry, even if the crude rubber were given free of cost, a considerable amount of finance would be required to turn the crude rubber into a commercial product.

I have dealt somewhat fully with the problem of commercial exploitation of rubber roadways because we have passed through the experimental stage, and during the past year have added to and completed our programme of demonstration areas, so that we are now at the threshold of the final stage. The progress from now onwards will depend upon whether definite contracts can be made which will justify the formulation and putting into operation of a scheme of large-scale development.

MASTERPIECES OF FRENCH ART.

Renoir and the Impressionists.

Of the 20 paintings to which the present exhibition at Reid and Lefevre's Galleries, in King Street, St. James's S.W., is confined, it may be said that they are representative of the highest achievement of late nineteenth-century French painting, writes P. G. K. in a recent issue of the Daily Mail.

One may go further and proclaim that nothing approaching the group of seven Renoirs has ever been seen in Britain. Renoir, indeed, emerges from this little exhibition as the supreme figure in French art of his period.

We are apt to look upon him as one of the leaders of the then "revolutionary" impressionist movement. Here we recall the comparative unimportance of the technical points which justify his classification as an impressionist, when in every other respect he proves himself the unmistakable direct descendant of the French eighteenth-century masters. His art is the logical development of the art of Watteau, and Boucher, and Fragonard.

From the Impressionists Renoir derived his understanding of sparkling sunlight and vibrant atmosphere, but his concern with design, volume, and form is the negation of true Impressionism, which sacrificed almost everything to surface appearance. Nothing could be more classical than the orderly, rhythmically flowing composition of his entrancing "Baigneuses dans la forêt," even though no vestige of academic linear drawing obtrudes itself under the veil of flickering, moving light and shade.

Surprises.

It is surprising to find that this painting was painted in the same year, 1883, as the cleanly drawn and very smooth "Femme a l'eventail," which betrays the master's early training as a painter on porcelain. There are other surprises at this exhibition. Who would have thought it possible that Seurat, the arch-pointillist, could have been responsible for the wonderful copy of Ingres's "Andromeda," in which he adds to Ingres's classic perfection of drawing and modelling an appreciation of quality in paint never attained by Ingres himself?

WATER RETURN

The level and storage of water in our reservoirs on August 1 is as under:—

City and Hill District.	1929	1930
Tytam	L.	L.
Tytam Byewash	L.	L.
Tytam Intermediate	7'10"	7'10"
Tytam Tuk	5'7"	5'7"
Wong Nei Chung	0'5"	1'7"
Pokfulum	L.	0'10"
(Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow.")		
Storage in millions and decimals of gallons.		
	1929	1930
Tytam	384.80	384.80
Tytam Byewash	22.37	22.37
Tytam Intermediate	154.42	154.42
Tytam Tuk	383.00	1,846.08
Wong Nei Chung	28.81	28.34
Pokfulum	66.00	64.16
Total	1,040.40	2,040.05

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July.

	1929	1930
Consumption	124.19	389.37
Estimated population	434,280	444,000
Consumption per head per day92	.282
* Includes 92.51 million gallons from Mainland.		

Supply by Street Fountains Only During the Whole Month.

July, 1929.—On July 1, the hours of supply were 6 a.m. and 8—8.30 p.m. (Peak District 4 hours daily). From 2nd—22nd inclusive the hours of supply were 6 a.m. and 8—8.30 p.m. (Peak District 8 hours daily). From 23rd—31st inclusive the hours of supply in the City and Hill Level Districts were 6 a.m.—6 p.m. Tank Supplies were suspended on July 30.

	1929	1930
Kowloon Reservoir	0'11"	L.
Shok Lai Pui Reservoir	20'5"	L.
Reception Reservoir	L.	L.
Storage in millions and decimals of gallons.		
	1929	1930
Kowloon Reservoir	342.97	362.50
Shok Lai Pui Reservoir	49.55	116.10
Reception Reservoir	13.15	33.15

Total

Consumption of water in Kowloon in millions and decimals of gallons during the month of July.

	1929	1930
Consumption	98.29	136.00
Estimated population	171,160	170,200
Consumption per head per day	17.5	25.4

July, 1929.—From 1st—13th inclusive the daily supply in all districts was 6 a.m.—6 p.m. From 14th—31st inclusive a constant supply was operated in all districts. Constant supply in all districts during July, 1930.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall: July 31, 1929, 37.08; July 31, 1930, 60.44.

July, 1930.—Constant Supply during the whole month to districts North of Queen's Road between Murray Road and Eastern Street. 16 hours supply (5 a.m.—9 p.m.) to all other districts from 1st—23rd July inclusive.

Constant Supply throughout the City, Hill and High Level Districts from 24th—31st July inclusive.

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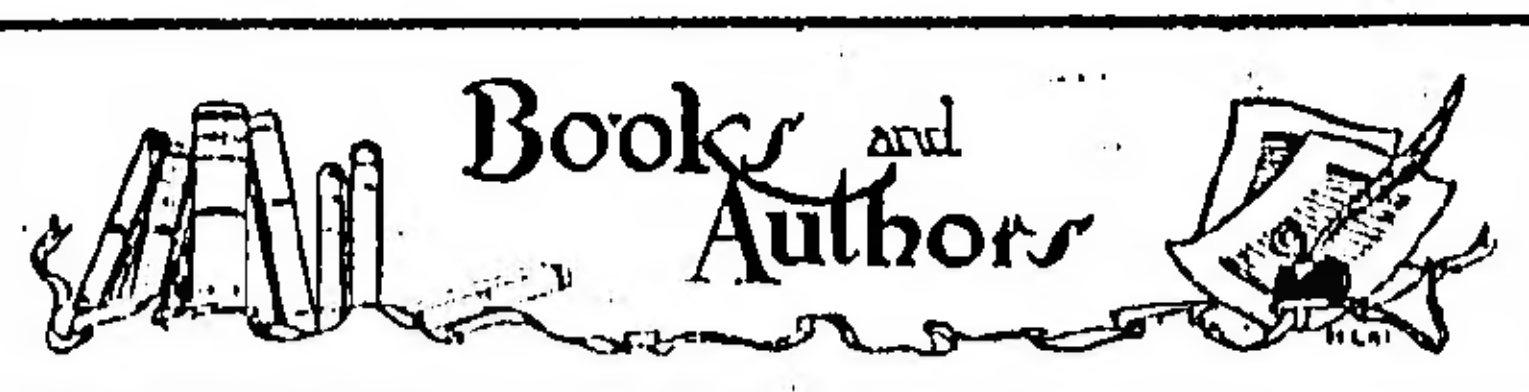
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POET OF MANXLAND

Forceful Lines of a Country Pastor's Son.

HIS LOVE OF THE SEA.

Someone once asked Thomas Edward Brown why his name was not included in a list of Minor Poets published in a magazine article to which, though he was an extremely modest man, he smilingly replied "Perhaps I am among the major." He was, or almost, and to-day his work is rising in the public estimation, so that wherever English-speaking people are gathered you will find those sweet lyrics "My Garden," "Dora," "Clevedon Verses," "The Prayers," and "Oh, Blackbird" known and loved; while "Catherine Kinrade," a tragic story, has received the highest praise.

The son of a country pastor, Brown was born in 1830, at Douglas, and brought up at the pretty village of Kirk Braddon in the Isle of Man. All his life was made happy by reason of the beauty of his island home, and though he left it when a young man to enter Oxford University as a Servitor at Christ's College, and returned to England in later years as the successful headmaster of Clifton College, yet Man (as he liked to call his home-land) was his holiday abode and furnished him with constant inspiration. Her rose-embowered cottages; her deep and leafy glens; her gorse and her heathery hills; her blue bays, deep chasms—homes of the thundering ocean tides; and, above all, her rocks of purple, buff, black, gray or yellow bringing to him constant delight and gratitude for the world's wonder.

When unable to return home, he liked to stand on the Cumbrian Mountains and glimpse its purple hills, away across the waves against the sunset, half sticking to himself as he thought:

"I wonder if in that far Isle
Some child is growing up like me
When I was child: care-pricked,
yet healed the while
With balm of rock and sea."

A Manxman himself, he loved the Celtic strain in his fellow islanders and wrote much in their own dialect, often recording their own sayings in verse, such as:

"Pride eh? Turn your back and
Pride
'Il ate all you'll give him, and
more beside."

His characters are simple fishermen, country girls, quaint characters at ports such as Peel or St. Mary's, and the little child-

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dren, who played about on the sands; and though he came to have a world-wide appeal, his own aim was first—

"To sing a song shall please my country men."

The sea in all its moods, blue as heaven, ashen gray or "gold and hungry" against the clamorous shore" is his constant inspiration; and sometimes, as in "Euro-clydon," his sea pictures touch very deep notes.

"Dear Lord if Thou
Wouldst walk the sea,
My prow
Unbleached should turn to thee;
Wind roars, wave yelps—
To Thy blast side I'd slip.
Use helps
And undergird the ship."

The veriest dunces where poetry is concerned could not I think fail to be interested in Brown's verse. All is colourful in it and, like

Masefield, he can tell a tale. Being island-born, he was naturally a sailor well used to managing a sail in a breeze, liking to be out at sunset to see the big ships go by, and often to be found among the ropes and tar and nets and barrels upon little quays. Few better pictures of a departing ship can be found in English literature than his poem "The Schooner."

"Just mark that schooner west-ward far to sea,
'Tis but an hour ago
When she was lying hoggish at the quay
And men ran to and fro
And now behold! a shadow of repose"

Upon a line of grey
She sleeps—that transverse cuts the evening rose—
She sleeps and dreams away
Soft-blended in the unity of rest."

It has always seemed to me that one's first impressions of a poet's work may be more illuminating than anything one ever discovers about him on closer acquaintance, and since the first verses I ever read by T. E. Brown, which were seafaring verses too, illustrate my point, I will relate a personal experience. I was very young, ardent and ambitious, had only just glimpsed the world, was apparently not likely ever to sail out to adventures; when, one day, I saw Brown's lines "Star-Steering," in, I think, a literary review, and read with avid comprehension:

"O will it ever come again
That I upon the boundless main
Shall steer me by the light of stars?
O Venus! Mars!
When shall I steer by you again,
O stars?"

There was something in those words of the hopeful prophetic and I copied them out and never forgot them. They made me, I think, more watchful of the mental horizon, where, scanning the heavens, I at last found a star that did actually guide me safely from the shadowy harrows where I had tarried. Which is the sort of effect, I fancy, any poet would be joyful to have attend upon his work in after days. Those few brave lines made me a T. E. Brownist and it was not long before I had read all his work and discovered too from his "Letters" what a courageous and charming character he was.—Christian Science Monitor.

Music and Melody

TRINITY COLLEGE.

RESULTS OF MUSIC THEORY EXAMINATIONS.

LOCAL SUCCESSES.

The following are the results (supplied by Mr. Wm. Anderson, local secretary) of the Theory Examination held at the University of Hong Kong on June 7:—

HIGHER LOCAL.

Honours.

Fukl Inouye 84

ADVANCED INTERMEDIATE.

Honours.

Irene Ung 98

INTERMEDIATE.

Honours.

Caroline Braga 85

Mary Braga 85

Frances Lau 84

Isabel Pestonji 84

Anita Silico 82

Oi Lin Cheung 81

Aurea Baptista 81

Benedicta Xavier 80

Marie Alves 80

Pass.

Hilda Alice Wood 76

Barbara Wong 71

Yuet Lan Wong 69

Lily Agnes Shaver 67

Marion Lau 65

ADVANCED JUNIOR.

Honours.

Austra Miller 82

Pass.

Joan Smith 77

Beatrice Rose Culien 77

Annie Lee 71

JUNIOR.

Honours.

Clement Leong 96

Harold Clarence Leong 95

Kathleen Mackay 91

Maria da C. Gortudes 87

Gomes 87

Pureza D'Eca 81

Pass.	
Alvena Lalkevsky	77
Kathleen Chester	76
Raymond Blackmore	73
Maria Branca da Costa	66
Eric T. Wood	65

PREPARATORY.

Pass.

Doria Li	97
Maurice Rupert Leong	97
Beatrice Pestonji	96
Carmen Marie Alonco	89
Grace Swan	86
Allea Leung	81
Phyllis Mooney	79
Jean Allatrain Bryson	79
Dora Ellis	78
Agnes Lalng	72
Evelyn Dorothy Witchell	70
Charles Abban	68
Shella Leung	65
Mary Stella Bander	65

THE CASE OF INDIA.

India is a little despondent about her music. She thinks it is dying, and the doctor has been summoned three or four times; he is called an "All India Congress." Nothing has come of his visits; and what the patient really wants is good food and exercise. Arts have always thrived best in schools, and in India that has generally meant in a Rajah's court. Some of those Rajahs have instituted a European band, and there is very little to be said for that. But the majority of the reigning princes encourage native music, and so do wealthy commoners of both races, and it is there that hope lies. It is impossible to think that the arts of India have not a great future as they have had a past, if her people will bestir themselves and take a statesmanlike view. Music at any rate is in their bones. Such an appealing, human thing as they have made of it, through the ages, so elaborate a convention, with so much scope for the true artist is hardly to be found elsewhere outside Europe.

TALE OF KERACH.

Feng, the panther, slid stealthily through the Indian jungle, when suddenly he stiffened, and sank noiselessly into the long, soft grass. He was a few yards from the edge of the drinking pool where all the wild animals came, after moonrise, to quench their thirst.

Three timid, striped deer were nervously lapping at the immobile water. Foot by foot, inch by inch, Feng neared them, and suddenly, before they knew it, sprang on them. Two he killed instantly, but the third turned round and raced into the undergrowth. The panther, giving a long howl to his mate, Neera, gave pursuit.

For hours, pursued and pursuer ran, till at last, as the green dawn broke, they came upon rocky ground. The prey was now exhausted, and with one last great bound Feng gave his bid. The deer, however, took a fine spurt, and the panther missed his stroke by inches only. As he fell unexpectedly, his head struck a stone, breaking his neck in a second. Half a mile up Kerach, the Kite, had caught sight of the dead Feng by the aid of his telescopic eyes.

Hovering for a second, like a great dragon-fly, he suddenly made a vertical swoop towards his prey. Simultaneously, from all parts of the sky, his brothers swooped with him, Kerach leading them all. In two minutes the still panting deer ran for life, leaving the terrible Kerach, master of the great, silent, upper air, to his meal. At noon, as a bear trainer passed the spot, he saw a few white, bloodstained bones lying across his path. Above, as he looked, he saw the Kites, a semi-circle of black dots, and he smiled grimly as he once more acknowledged the unwritten law of the wild.

Where Are The Buttons?

Infant teacher, giving a lesson on "The Bear," and speaking of his thick, warm coat. "And can the bear take off his coat like you can?"

"No, teacher."

"Why cannot he take off his coat?"

"Please, teacher, because only God knows where the buttons are."

Source of Trouble.

Small boy (watching artist at work): "So you're left-handed?"

Artist: "Yes."

Small boy: "Maybe that's where the trouble lies."

CHINESE WAYS.

When in China, I found many of the customs very strange, so I will tell you some of them.

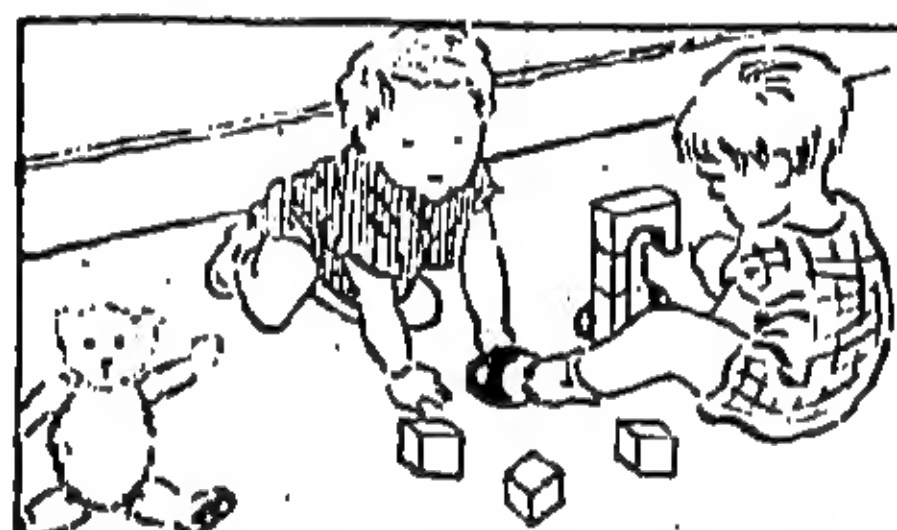
For instance, once we went to a house for tea. There were many Chinese ladies present and a few British ones. We sat in a circle on mats, and drank a liquid, clear and golden, resembling honey, and having a very nice taste, made from the juices of various fruits. It was served in tiny bowls, and at a given time the hostess took back all the cups, whether the visitor had finished or not. She emptied all the syrup that remained in them back into her large decanter, and refilled them all from the same. This was done some three or four times.

Needless to say, although the drink was refreshing, the first cup proved sufficient in my case!

Another rather strange custom is, instead of a bride, when she is to be married, inviting all her friends to come and see her trousseau, it is sent to her husband-elect's residence, and he invites all his men friends to come and view the pretty things.

In the poorer towns the little children run about almost naked, their only covering being a huge pocket. These pockets are about a foot square and worked exquisitely. They are all colours, and have two strings from either corner, and these are tied around the body. There is a narrow slit in the material near the top to allow coins to be dropped in, and a Chinese often carried all his money in his pocket. Everyone wears one, whether they have anything to put in it or not. They are always worn next the skin.

Another idea that is popular with most people who have not visited China is that the houses are all made of paper. This is wrong. Many of them are made of mud. The walls are sometimes 6ft. thick, for they have to be very strong, as fierce tornadoes are common. The partitions dividing the house into rooms are of paper or cane lattice. All the streets are narrow and very crooked. This is supposed to be to make evil spirits lose their way. The quaint turned-up corners on the houses, as you have probably noticed in pictures, are on every house, and these also are to keep away the evil spirits.—Edrie Thomson, in Sydney Sun.



CHILDREN'S CORNER

AN UNFINISHED STORY.

"So they came to a forest of pines, dark, wonderful, filled with the sound of sighing, towering above them to the clear blue sky."

"And beneath their feet was a slippery brown carpet and all around they heard the tiny sound of continually falling pine-needles. And small, graceful deer with wondering eyes and large ears came and watched them as they passed."

The Brownie was speaking dreamily, half chanting—as Homer might have recited the odyssey.

"And after that, they came out from among the mountains and forests, and journeyed for many days across level plains, filled with wheat, which rippled beneath the wind like the swell of the sea. Then they crossed a river at a strange town called Kler, and the plains turned to hills and little winding valleys."

"At a turn in the road they met a gipsy woman chasing an old brown horse. She was tall, with dark eyes, and her black hair streamed behind her as she ran. They helped her to catch the horse, and she led them to her camp beside a river. They stayed with the gipsies that night, and many more, for they travelled the same road."

"But at last they came forth once more into level country, and when they had crossed the river, called Volga, the gipsies left them, turning to the north. So they went on alone, over a vast, grassy plain, where there were neither any forests nor any hills, and the rushing winds wandered aimlessly hither and thither."

"And ever across the ground light shadows swept from the moving clouds above. There were no villages there, but only the low black tents of wandering tribes, and from time to time strings of camels passed them afar off. And they came to another river, slow and broad and fringed with reeds; and—"

beetle had evidently ventured on to a rotten twig above us and had thus been hurled downwards. When it arrived at the Brownie's nose, it made a despairing clutch with all its legs, at this new support offered it.

When the excitement had subsided, I urged the Brownie to continue his story, but he had lost interest in it, and besides, he was angry with me because I had not been able to prevent myself laughing during the beetle episode.

All I could drag from him about the journey of the fairies, and the "People of the Hills" as he calls them, was a few brief, sulky sentences.

"Did they cross the river?" I asked.

"Yes."

"How?"

"Flew. And got some wild duck to help them with the babies."

"What did they do then?"

slightly lower than myself, and the "Just went on till they came to the sea."

"What? Right across Siberia and Mongolia? That must have taken a long time, didn't it?"

"Yes."

"Didn't they have any adventures, or see any strange sights on the way?"

"I forget."

"Oh, well, what did they do after they reached the sea?"

"Wandered about a bit and settled in different places."

"Where did your father and mother go?"

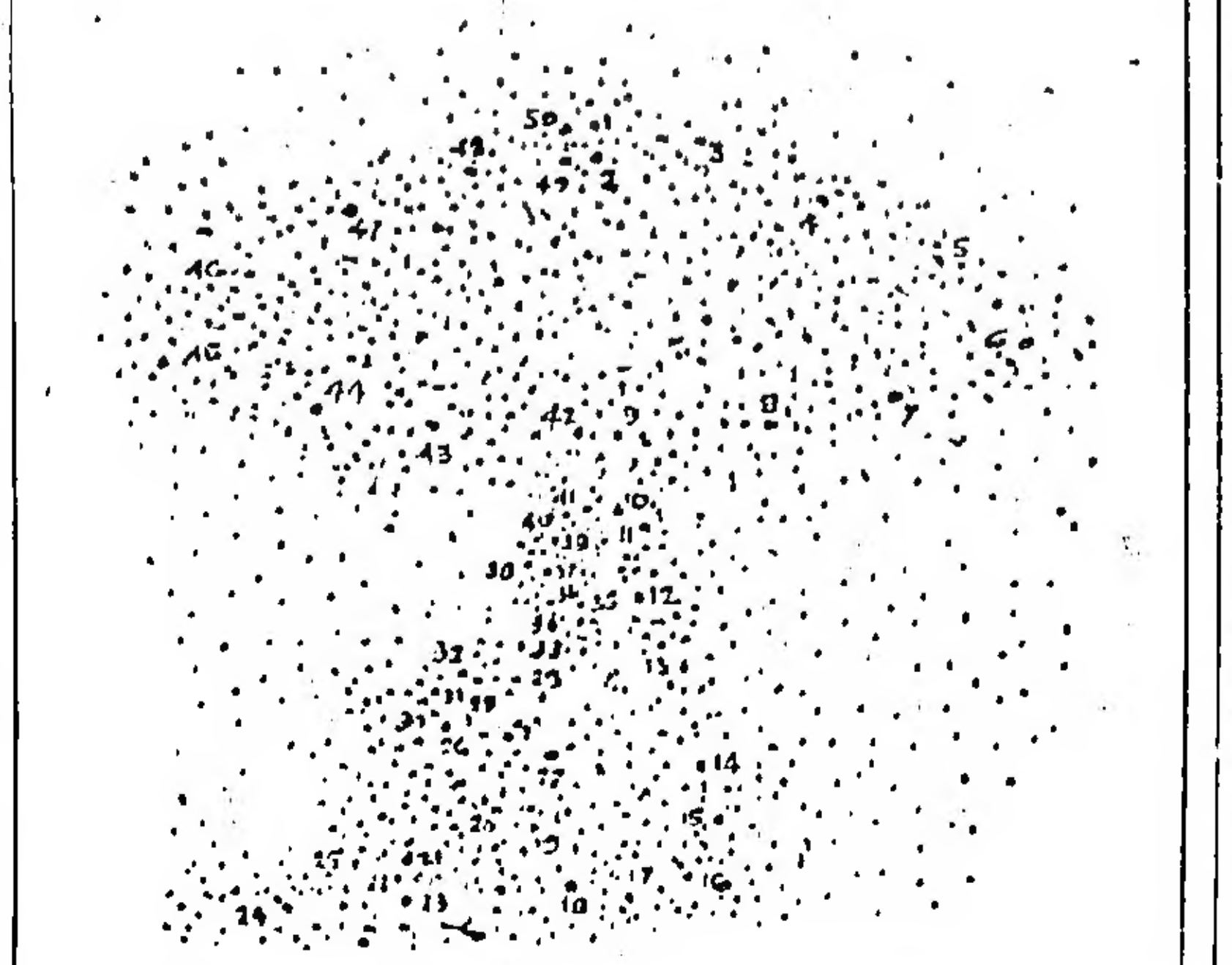
"Malay Peninsula."

"Was that where you were born?"

"Yes. Hullo, there's the swallow! I expect he's waiting for me; I said I'd meet him, so I'd better go now. Goodbye."

And the little wretch disappeared without another word!

OH, FOR A HOLIDAY!



This puzzle at first glance suggests an object in "Alice in Wonderland," but by connecting the first numbered dot to the second numbered dot, and so on until you reach the 50th numbered dot, you will see that the result is very harmless.

The Filament That Counts!

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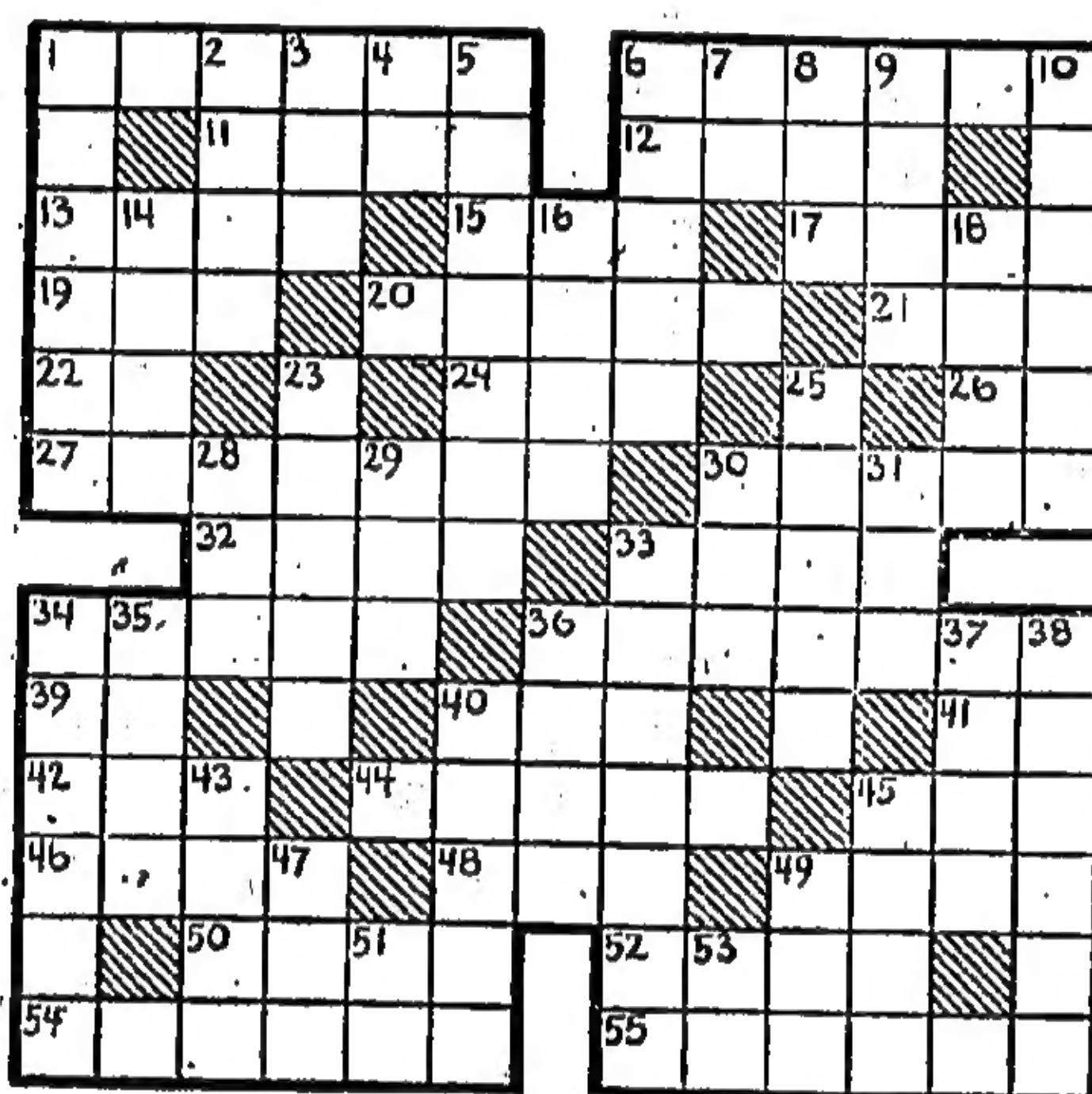
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OUR CROSS-WORD PUZZLE

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-To fight	44-Turns acid	16-England
6-To make sport of	45-Prefixed-three	17-Differ enemy
11-One of the grains	46-To understand	18-Open space
12-A Hebrew measure	47-An American Indian	19-Rocks full of metal
13-Ward	48-Part of "to be"	20-Excessive anger
15-Milk-giving animal	49-Part of "to be"	21-Plunge headlong
17-To admonish	50-Trim	22-Young horses
18-To attempt	51-Correlative to "thine"	23-A sailor
20-Ventures	52-To walk like a duck	24-Energy
21-A prefix of Scottish names	53-Calm	25-Possessive pronoun
22-Eye (Scot.)		26-The law of the cow
24-Prefixed-through		27-Things not to be told
25-Depart		28-A treaty port in South China
27-Persons born in a country		29-Presently
30-Great Greek poet		30-To put to flight
32-Greedy		31-Scarcely
33-Storage place for green fodder		32-To show plainly
34-Seraglio		33-Road or way
35-To bring back to a former state		34-Tile
37-Indefinite article		35-French for head
40-Fabulous bird		36-To marry
41-Avenue (abbr.)		37-To obstruct
		38-Short for Albert
		39-Personal pronoun

WISE AND OTHERWISE

According to a doctor, singing warms the blood. We have heard some that has made ours positively boil.

A literary critic suggests that nowadays books can sometimes be made to sell by their labels. And also by their labels.

Professional Wall-street operators are reported to be passing sleepless nights—presumably because they can't count enough sheep jumping in.

A negro preacher was denouncing the sins of his congregation, "Bredern and Sistern, Ah warns yo' 'gainst do' heinous sin of playing dice, Ah charges yo' 'gainst do' black rascality of lifting pullets. But, above all else, Bredern and Sistern, Ah demollishes yo' 'gainst do' crime of molon stealing."

A brother in a back seat made an odd sound with his lips, rose and snapped his fingers. Then sat down again with an abashed look.

"Whofo, ma fron," said the parson, sternly, "does ya' get up an snap your fingers when Ah speaks of molon stealing?"

"Yo' jes reminds me, parson," the man in the back seat said mockly, "whar I left my knife."

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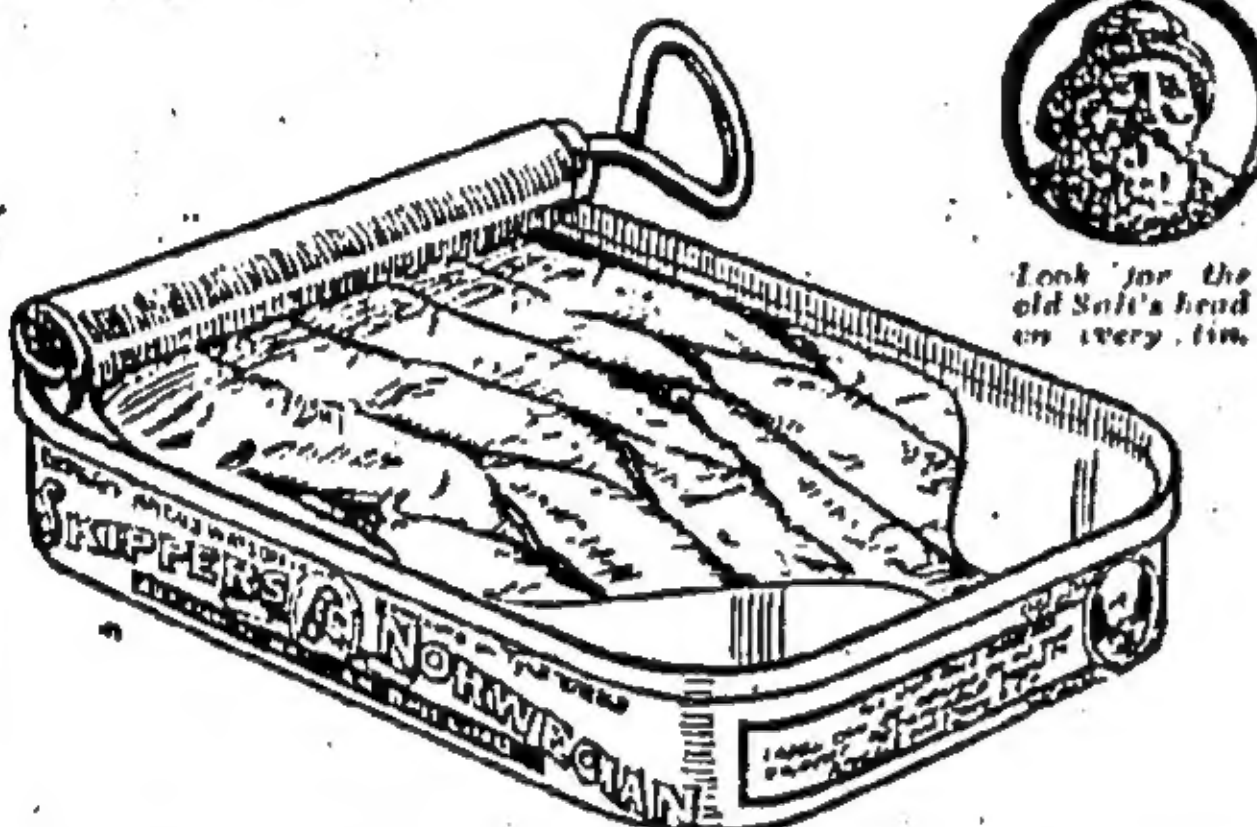
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Round The Town

This is the question Who is that was on practice? It is a question which has been asked many times during the past week. No one of our acquaintance seems to have seen this elusive lady, but they were all tremendously interested. The discussion we heard was that Elsie must be a rare beauty because she appeared to be the extra special preserve of a small band of the sleekest of our Sheiks. They make a lot of mystery about her and refuse to let any one outside the clique in the know, although they were not adverse to discussing her openly. Well, we decided to place one of our sleuths on the job of tracking this vamp to her lair.

The sleuth She's a Myth. went about his job with admirable energy for this hot weather, spurred on no doubt by the vision of a "pretty 'un" at the end of the search. We saw no sign of him for two days, and were beginning to think that he had eloped with Elsie, when our sleuth turned up at the office on Friday afternoon, and a more dejected person we never saw! No, he didn't fail in his commission, but there was none of his usual triumphant smile of success when he announced the result of his search. "Elsie is a dam myth," he announced ill-naturedly, and the laugh that went up among the rest of the staff, who had gathered around, did not improve his temper!

It was with great Only a Tea difficulty, therefore, that we were able to get his story. After a lot of humouring, he grunted: "It's only a name invented by some brainless guy for a tea joint in town!" Then, keeping a straight face with difficulty, we sympathised with him. It worked! And he out with it. "Elsie" is the name given by the aforesaid sleek Sheiks for the tea lounge at Lane, Crawford's restaurant! We must admit that we weren't enlightened by this announcement

and consequently made no comment. Our sleuth flared up again! "You boneheads, can't you see the connection? The obvious abbreviation for Lane, Crawford's is L.C., and 'Elsie' is the next step in the evolution of the honx. Some poor 'cod' bit hard, started the story of the vamp, and I was sent on a wild goose chase!" "Pretty smart," someone ventured. "Smart nothing," growled the sleuth, "any fool can think up such things—how about Nell for Newspaper Enterprise, Limited?"

The Elsie honx What's in a Name? In this channel, and it brought us to the conclusion that it depends very much on what you are naming. Take the names of colours, for example. It seems that, whilst they have all along been given names that appeal to the fair ones, never, a thought was given to the poor mere male. With few exceptions, all the fashionable tints have the names of flowers or fruits. That is not good enough! Men should have some colours named to suit their taste. Think how refreshing it would be, this thirsty weather, and money too tight for us to drink all we want, if our den at home and the walls of the rooms at the Club are painted in colour of beer or gin-sling, etc., whatever a fellow's favourite drink is. Auto-suggestion would do the rest, and we should be satisfied with two drinks where normally it takes very much more to quench a thirst! At present the only drink colour we have is champagne, but that would hardly be universally popular in a Club. It might bring back to some Benedick remembrance of his wedding day!

The unusual Chinese number of accidents at the new Gloucester House in the course of construction on the site of the burned out portion of the Hong Kong Hotel attracted some attention when

the report of each accident was published in the papers. Then they were promptly forgotten by the foreign section of the community, who dismiss them as mere unfortunate coincidence. But not so our Chinese friends, particularly the lower class, 75 per cent. of whose character is made up of superstition, and these accidents have fired their imagination. Thus we heard from a Chinese friend of the superstition attached to Gloucester House. He is not of the masses, but a man of Western education, and was careful to emphasise that the superstition he was telling us about was given currency to by the lower class. But considering the gusto with which he spoke of it we cannot help thinking that he shares in its belief. If we are wrong we ask his forgiveness.

The superstition Earth-bound is that the Spirit? earth-bound spirit of the British bluejacket (A.B. Batchelor, we ascertained from our files), who lost his life by falling from an upper floor verandah whilst gallantly engaged with his comrades in rescue work, is haunting the site and is the cause of these deaths, all brought about by falls from great heights. Why, we asked, in view of this superstition, can men still be found to undertake work on those dizzy heights? Can it be that these workmen are not such firm believers in superstition as those before them?

No, our friend Are they thinks they are Fatalists? lives all right, but with scarcity of work these days one cannot pick and choose, and must take risks to get a livelihood. The majority of those who are thus forced to take this sort of work fast become fatalists, and each day when they go to their work they fully expect not to return alive. If they did, well, they are lucky, and the joss paper dealers profit by a couple of coppers!

Further notes The "Dandy" on this subject Brigade.—the reaction to our contributor's revelations—have unavoidably been left over owing to pressure of space in these columns. Look out for them next week!



SUNDAY SALLIES.

Wedding bells sometimes turn out wedding bells.

"Forged Railway Pass."—Who forged our million dollar Railway?

Reliably reported that there are more Bluffs than bluffs on H.M.S. Medway.

A strong man must Dick Bartly be: he "threw the audience into roars of laughter."

With two talkies open this seems to be developing into a queue-rising city.

"Has Anybody Here Seen Kelly?"—The new Commander-in-Chief on the China Station.

The Flying Club's instructor is Howes and the engineer Hawes.—Why not the Howes and Hawes Club?

Judging by the winner of the King's Cup at Biscay women's aims have become straight as well as high.

To "Nafuk": Don't touch the shares, but if you do, sell out next day by all means and you shall never regret our advice.

To "Adogap"—Exchange is against you. If you want the shares in question you can easily arrange with your banker—provided you have any money there: if not, hands off!

Columbus tracked a Hemisphere, As Newton traced the Stars: Napoleon bled a Continent At the behest of Mars; And Rhodes extended Empire, With vision clear and pat—But Bradman "licks Creation" By the magic of his Bat.

"Black Magic" seems to have been landed by a Harpoon.

There seems to be an undue "wastage of wordage" in some efforts at writing leading articles.

A cat may laugh at a king, but a motorist can't laugh at a Police Sergeant unless he's prepared to pay a fine of \$10.

Read that a beggar youth in Kowloon "even had the audacity to approach Chief Inspector C. Aris."—"Arising" indeed!

The man who practised the confidence trick on a Chinese woman and got the loan of an electric fan seems to have been full of hot air.

A Chinese charged with hawking cigarettes without a licence, was selling "smoke" made from discarded stumps.—Dentists' or cricketers?

Overheard in a shop:— Elderly Male Customer—Half a dozen pairs of your ugliest socks, please.

Shop Assistant—Our ugliest socks, sir?

Elderly Male Customer—Yes, then my son won't wear them.

"Oh, that this too, too solid flesh would melt, Thaw and resolve itself into a dew;

So that I could wear a medium length belt And in catching the tram save a minute or two."

A Chinese who had a cigarette in his mouth at the Kowloon Magistracy was told by the Magistrate: "This is not a place of entertainment: 'Smiles in Court'—Henceforth 'Smiles in Court' and 'laughter' shall be ruthlessly suppressed.

Ping Pong is the safest game to play we are told.—Personally we prefer tiddleywinks when our nerve has deserted us.

Information is wanted regarding the whereabouts of Mrs. Zena Axe.—Why not apply to the Retrenchment Committee?

The vote of three lakhs for the University was made on account of the lack of lakhs.—Alackaday may keep the lack away.

A poem of 70,000 to 80,000 words is being published.—We can't remember a recent Spring that was good enough to inspire this.

To-day's highly improbable tale:—There is a certain pen in the G.P.O., the nib of which did not come over with William the Conqueror.

Time stood still for at least one day yesterday.—He was not in love, but he didn't notice his watch had stopped until after the last tram for the Peak had left.

Newspaper heading: "Sponges in Slim."—By no means unique. Any amount of these creatures can be found these hot, thirsty days in the Club and Hotel bars!

"The tens of thousands of small fish," that managed to get through the strainers of the electric plant must have gone there to hide from some of the small fry in the Colony.

Cocktills are said to live on shy and backward people.—What about serving some to the young clerks in certain Government offices who seem so dimmed in coming forward.

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HONG KONG, SUNDAY, AUGUST 17, 1930.

Modern Cricket Genius.

At the Oval the fifth and last Test match has begun. Even in this Colony sportsmen of every calibre, whether wielders of the willow or not, are following the fortunes of England and Australia with the greatest interest. For once we can safely discard the "parish pump" and mentally cast our eyes afar off where the modern gladiators of cricket are fighting it out to a finish.

Perhaps the reason why cricket holds its charm for the imagination of the British race is that, while it is a team game, which at its best must be played in a team spirit, there is so much individuality and personality in its performances. A great game is won by the united achievement of one side as against another, but in the winning there always stand out certain personal achievements in batting, bowling and fielding. And the manner of them is always distinctively characteristic of those who achieve them. The judgment and technical mastery of a Hobbs, the steadiness of a Sutcliffe or Woodfull, the resourceful persistence of a Tate, the aggressive genius of a Grimmett or Trumble, able to transmute high strategy to his finger-tips, the cool inspiration of a Bradman—custom does not stifle their infinite variety. Cricket is a battle ground of personalities, and because personality is an incalculable and uncertain quality, ebbing and flowing from day to day in each personality relative to the powers of others, we enjoy the "glorious uncertainty" of cricket. It can be very dull to watch, but even the long spells of dullness are enlivened by a certain tension of expectancy. High drama is always momentarily possible.

In some respects cricket is remarkably unsuited to its position as Britain's premier Summer game. "No other invented sport is so contrived to keep, during the bitter inclemency of the British Summer, nine or ten men sitting idly in a cold and draughty pavilion (grimly appropriate word!) while of the thirteen men on the field three at most have a fair certainty of that continuous exercise needed to keep the blood from congealing in our climate," writes Mr. Ellis Roberts in The New Statesman. And yet, though most young men, having to get their exercise within a limited time, are turning to golf and tennis, and the number of those who watch the game is not large compared with that of the devotees of football, the prestige of cricket has never been so high. For the one who plays, and the hundreds who watch, there are many thousands who talk cricket and read it. It is poetry and drama and art to multitudes, including many not unwary of the high joy to be gained from the usual kinds of poetry, drama and art. For great cricket, in its unity of craftsmanship and thought, is a great art of its kind. And around the game has gathered a splendid ethic. There is magnanimity in the cricket atmosphere. Perhaps the most pleasing feature of Bradman's great performance at Leeds was the elation of the "hostile" crowd who watched it. Their unstinted cheers made them sharers in a glorious moment of the great game.

Let us, therefore, not begrudge ourselves, in the name of reason, the interruption of our daily local anxieties by a joyful pilgrimage in the spirit to the Oval.

BRITAIN AND EGYPT.

The Egyptian situation concerns Great Britain only indirectly, but not enough to be a serious anxiety. Egypt is internally self-governing now and the actual configuration was caused directly by a quarrel between King Fuad and Nuhass Pasha, the leader of the Wafd, or Nationalist Party. The King refusing to make certain constitutional concessions, Nuhass resigned and was succeeded by Sidky Pasha, who has little Parliamentary backing. The Wafd decided to organise passive disobedience, but this peculiarly Indian notion does not belong to the Egyptian mind, and resistance to authority flared into savage riots. Great Britain is concerned inasmuch as she has made herself responsible to other European Powers for securing the lives and interests of her subjects. Owing to the failure of the recent British-Egyptian negotiations on the question of the Soudan, British troops are still stationed in Cairo and Alexandria, but they are evidently being held in reserve for the last emergency. Nuhass Pasha left London on cordial terms with the British Government, saying that he and his fellow delegates had lost a Treaty but won friends. He is certain to do his best to keep his followers from being implicated with the British, but the situation seems to have got beyond his control.

NAVAL RIVALRY.

Franco-Italian naval rivalry, which had been threatening to upset even the benefits of the Three-Power Naval Agreement arrived at recently, has taken a new and hopeful turn. France had been threatening to build a greatly increased programme in order to place her fleet beyond the level of Italy's capacity to build up to the parity with her which Italy has claimed. That would have meant disturbing the figures agreed on by Great Britain, the United States and Japan. Now Italy has suggested a naval holiday for herself and France while negotiations proceed. Her original proposal was for a long-term holiday. This long-term in accepting, as they maintain that the bulk of their present fleet consists of old vessels, and in now ships Italy is nearly equal to them as it is. They regard the Italian proposal, therefore, as a suggestion designed to give Italy parity cheaply. Their latest reply, however, accepts the suggestion so far as to agree to a postponement of building till the end of the year while conversations proceed. The French find it hard to estimate the Italian attitude as Signor Grandi is talking the language of peace, and Signor Mussolini using that of threats. Signor Grandi's policy appears to be the official policy of Italy.

RARE WILD LIFE.

African Expedition's
Fine Specimens.

Rare specimens of wild animals, as well as motion pictures and valuable data on the wild life of Africa, have been taken to America by an expedition organised by the Academy of Natural Sciences of Philadelphia. Among the most prized of the specimens are two bull giant sables, the rarest of animals, a group of Hunter's antelope, a group of Waller's gazelle, otherwise known as "geronok," and about 900 wild birds of rare species, more than 5,000 varieties of fish, and a quantity of field notes on bird life of Africa. One of the giant sable bulls is the largest specimen ever obtained. It carries horns 61½ inches long, with a base circumference of 12 inches. The second bull was slightly smaller, having horns 59 inches long. "During the entire trip," said Mr. Prentiss Gray, the leader of the expedition, "we were not once charged by a wild animal, nor was a single shot fired in self-defence. While photographing lions, the rifles were kept trained on the animals in case of attack, but they were never used."

HONG KONG FAIRY STORIES.

The Civil Service C.C. have a high opinion of the Kowloon Dock R.C. and the Electric R.C. as sportsmen in lawn bowls.

The C.C.C. are entertaining the Club de Receptio at a special dinner in honour of yesterday's victory.

Suggestions sent in to the Retrenchment Committee will not be welcomed.

The traffic arrangements for buses at Kowloon Point are the best in the Orient.

CAESAR AND SIR ARTHUR.

More Spirit Messages Reported.

APPOINTMENT WITH WIFE.

London, July 11. Extraordinary reports of messages received from Sir Arthur Conan Doyle from "the other side" are reported from various parts of the world. In New York a medium, tied to a chair, enclosed in a sack, and locked in a cage got a message for Lady Conan Doyle, and a Paris medium was informed that Sir Arthur was very happy among roses and in the company of Joan of Arc, Cleopatra, Caesar, and a few others.

The following article is from the Rev. Charles L. Tweedale, vicar of Weston Otby, near Leeds, who tells of spirit communications received concerning Sir Arthur.

The first sitting was on Tuesday evening, the day following his death. The sitters were Mr. Tweedale, Mrs. Tweedale, and Miss Dorothy M. Tweedale.

A spirit messenger, described as "A," came, and, without being asked by the sitters, said:—

"Doyle is resting by the river bank. He will be active in a few hours."

The sisters were asked to meet again on the following night—Wednesday. On this occasion, says Mr. Tweedale, "A" came and said:—I am going to give you a message direct from Doyle and will try and write through "B." I am the transmitter and "B" is the writer.

"B" here takes charge and proceeds: "Understand this is Doyle's message—Well, Tweedale, I have arrived here in Paradise. That is not Heaven. Oh, no, but what we should call a dumping place, for we all come here as we pass on to rest."

"I am still resting. I will from time to time give you descriptions of my surroundings. The people here are giving me a great welcome, and I have much to say later on."

Mr. Tweedale is widely known as an authority on psychic matters, and his writing, having attracted world-wide notice.

He was a personal friend of Sir A. Conan Doyle.

"Happiness Surrounds Us"

New York, July 11.

Further messages were alleged to have been received from Sir Arthur Conan Doyle from the "spirit world" at a remarkable seance in New York late last night which was attended by representatives of the Press.

The seance was held in the home of a well-known spiritualist medium, Nino Pecoraro, who was tied to a chair enclosed in a sack and locked in a cage.

Soon a thin gasping voice was heard from the cage alleged to be that of Sir Arthur.

"Send a telegram to my wife," said the voice, "telling her to be in a dark room on Tuesday night when I will commune with her."

To Write a Book.

"I have an important message for her. Now that I am dead the world will see the truth." The voice added that it hoped to write a book while in the spirit world.

SHARKS' FINS.

Bizarre Dishes at
Exhibition.

Silkworm salad, shark's fins, seaweed jelly.

These are some of the gastronomic specialties which will be served in the Indo-Chinese restaurant next May when the International Overseas Exposition opens its gates. Other dishes will include swallow's nests, lacquered duck, and dried shrimps.

Each overseas territory, it is announced, will construct a native restaurant as part of its exhibit, and the bizarre foods and distinctive drinks of each colony will be available.

As far as the menu is concerned, visitors will be able to lunch in Morocco, take tea in Indo-China, and enjoy dinner in Madagascar.

Many doubtless will prefer to eat French food served in the series of Parisian restaurants which will be constructed within the exposition.

A number of these overseas restaurants will be strictly bone-dry, namely, those from Mohammedan countries, since alcoholic beverages are forbidden by the Koran.

IGNORANCE OF THE LAWS.

Two Chinese pig dealers were charged at the Kowloon Magistracy yesterday, before Mr. Whyte-Smith, with having landed pigs at an unauthorised place, to wit, Kowloon City ferry wharf.

Sub-inspector A. H. Elston stated that Sergeant Macnamara saw the

Later the voice said that it was happy to be with Houdini, the famous illusionist. Then another voice, alleged to be that of Houdini, said that it was happy that Sir Arthur Conan Doyle was now with him.

Nino Pecoraro was in a trance for two hours, but the newspapermen present remained sceptical to the end.

What Paris Medium Saw.

Paris, July 11. An account of a seance at which a message received from the late Sir Arthur Conan Doyle is given in The Journal to-day by Jean Mason, a journalist, who has specialised in the study of spiritualism and who was told by Sir Arthur a year ago that after his death he would become Masson's spirit guide. Masson two days after Sir Arthur's death attended a seance at Neuilly which was conducted by a young fashionably-dressed woman in a room draped in black with feeble lights and burning incense. A gramophone was playing.

He was introduced to Simon, the medium, a man of about 25, and they seated themselves in arm-chairs. They sat from eight o'clock until ten when the medium began to show signs of agitation and unrest.

With Cleopatra.

At midnight his agitation increased, and at two, when the atmosphere had become almost unbearable with the choking incense-fumes, the women urged the medium to make a stronger effort.

Shortly afterwards the medium said he could see a group of about ten persons growing in size. They were speaking, but he could not understand what they said. At three o'clock he announced that he could discern Joan of Arc, Victor Hugo, Cleopatra, Caesar, Anatole France, and George Sande. They were saying, "Good-day, everyone."

About four o'clock Sir Arthur Conan Doyle announced himself. He was standing with his arms folded and with a calm expression on his face. The medium made an effort to understand what Sir Arthur was saying, and received the following statement:—

"Roses. There are roses here. Happiness surrounds us. I recognize the figures. I have the power and I say—the medium had to renew his effort to hear the last words—"I say my best wishes for those who know me."

TAIPO TOPICS.

[From the United Press Staff Correspondent at the Front.]

In the report for 1930 of the Committee on Mosquito Sanctuaries in the New Territories, which has just been published by the Old Newspapers Department of the Stationery Office, it is stated that in future Mr. Wong Taulungau will act as official observer for all Crown Land in the New Territories. Mr. Wong Taulungau is author of "The Call of the Mosquitoes," which still lacks a publisher, a book which, if it ever sees the light of day, will arouse great interest among mosquito lovers on account of its author's original observations, its novel treatment of the whole subject of mosquito life, and its bold attacks on long established theories.

The Burgomaster announced that at the next meeting of Taiipo District Council he would deliver his Ornithological Lecture on the Vertebral System of Mosquitoes from the Stage, to be staged up on the twelve apostles. A voice from the Gallery yelled: Better make it "The Two Black Crows."

[Editor's Note.—Our Kwanti novel has been sent to Kwint to be sharpened up on a granite road roller with a view to dealing with further bligs of this type.]

defendants landing 30 pigs at one o'clock in the morning. Pigs were not allowed to be landed between 6 p.m. and 6 a.m. Kowloon City ferry wharf was not included in the ordinance.

Both men pleaded ignorance of the local laws, and his Worship imposed a fine of \$10 on each.

The China Mail

Established 1845.

Hongkong Sunday Herald.

READERS, AMATEURS OR NOT, ARE INVITED TO SEND PHOTOGRAPHS AND ILLUSTRATIONS TO THE EDITOR OF THE "SUNDAY HERALD" FOR INSERTION IN THIS PAGE, SUBJECT TO HIS DISCRETION.

ILLUSTRATED SECTION

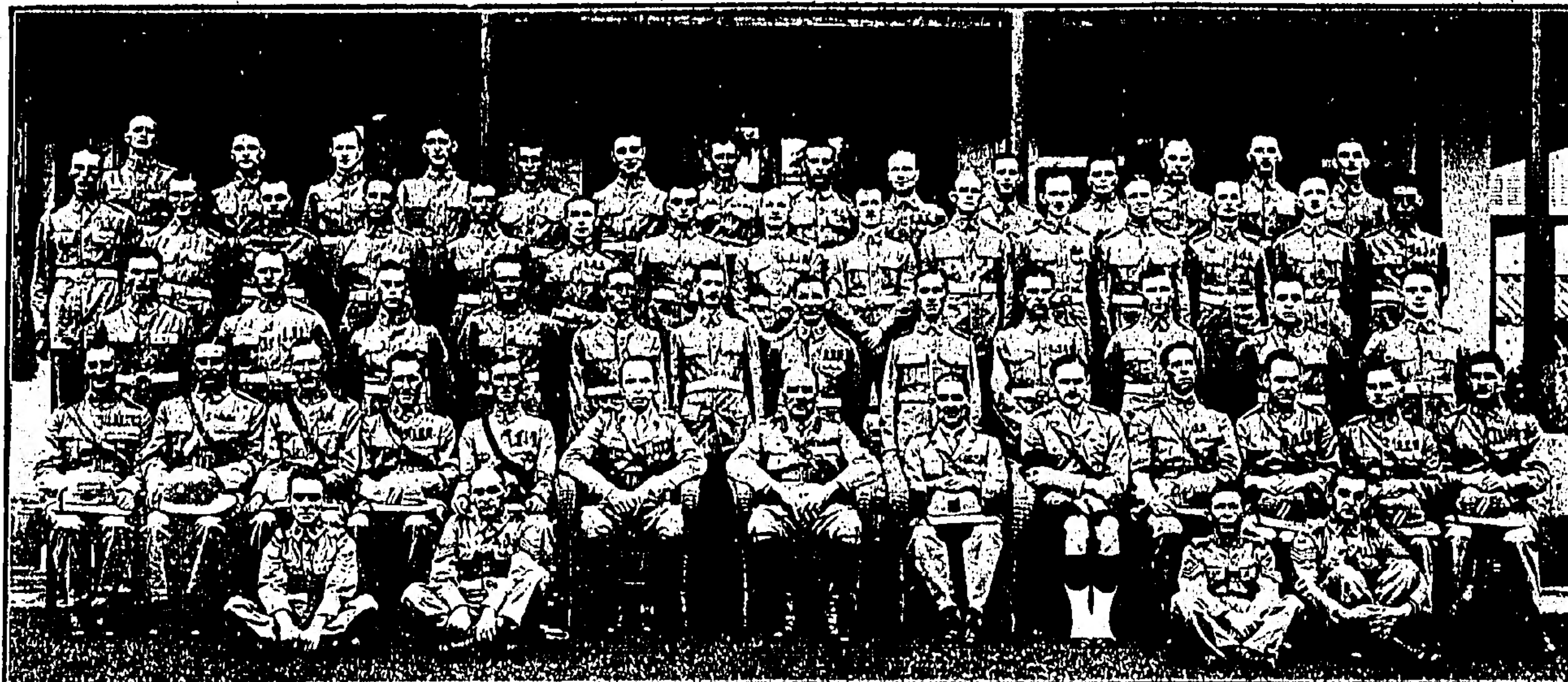
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The China Mail

Established 1845.

HONG KONG, SUNDAY, AUGUST 17, 1930.

1



GARRISON SERGEANTS' MESS.—(Back row, standing) Sergt. Hazard, R.A.P.C.—Sergt. Cole, R.A.O.C.—Sergt. Lydon, R.A.P.C.—Sergt. Evans, R.A.P.C.—Sergt. Ashman, A.E.C.—Sergt. Pison, R.A.O.C.—Sergt. Boylan, R.A.S.C.—Sergt. Omerod, R.A.P.C.—Sergt. Tripp, R.A.P.C.—Sergt. Wright, R.A.P.C.—Sergt. McCulloch, R.A.S.C.—Sergt. Byer, R.A.O.C.—Sergt. Troops, R.A.P.C.—Sergt. Spence, R.A.P.C. (Second row, standing) S. Sgt. Nord, R.A.O.C.—Sergt. Hindland, R.A.S.C.—Sergt. Townsend, R.A.P.C.—Sergt. Macklin, R.A.S.C.—S. Sgt. Ryan, R.A.O.C.—Sergt. Anderson, R.A.S.C.—S. Sgt. Lee, R.A.S.C.—S. Sgt. Hodson, D.C.M., R.A.S.C.—S. Sgt. Marshall, R.A.S.C.—S. Sgt. Gheotham, R.A.O.C.—S. Sgt. Randall, R.A.S.C.—S. Sgt. Norris, R.A.O.C.—S. Sgt. Whithorn, R.A.S.C.—Sergt. Sparks, R.A.P.C.—Sergt. Holyman, M.M., R.A.O.C.—S. Sgt. Ward, R.A.S.C.—S.Q.M.S. Matthews, R.A.P.C.—S.Q.M.S. Blyth, R.A.P.C.—Armt. Q.M.S. Dunfield, R.A.O.C.—S.Q.M.S. Jordan, R.A.S.C.—S.Q.M.S. Tiltcat, R.A.P.C.—Armt. Q.M.S. Hodge, R.A.O.C.—S.Q.M.S. Clarkson, R.A.P.C.—Sergt. Pent, R.A.S.C.—S. Sgt. Thomas, R.A.S.C. (Second row, sitting) Armt. Sergt. Major Sparey, M.M., R.A.O.C.—W.O.I. Pamplin, A.E.C.—S. Condr. Mitchell, R.A.O.C.—S. Sgt. Major Ackland, R.A.S.C.—S. Sgt. Major Carter, R.A.P.C.—Major T. J. R. Langmaid, M.C., R.A.S.C.—Major General J. W. Sandilands, C.B., C.M.G., D.S.O.—Garrison Sergt. Major L. Giamarin—Garrison Staff Captain D. R. M. Cameron, A.D.C.—W.O.I. Parsons, A.E.C.—S. Sgt. Major Weatherly, R.A.S.C.—S. Sgt. Major Atkins, R.A.S.C.—S. Sgt. Major Collins, R.A.S.C. (First row, sitting) Armt. Sgt. McDonald, R.A.O.C.—Armt. S. Sgt. Bastin, R.A.O.C.—Armt. S. Sgt. Shoemith, T.A.O.C.—S. Sgt. Sanderson, R.A.O.C.



GOOD HEADS.—In the Second Division of the Lawn Bowls League on August 9 the C.S.C.C. defeated the K.B.G.C. Photo shows two good heads: in the nearest rink between Hayne's and Raylane's rinks; and, beyond that, between Hollands's and Davidson's rinks.—(K. Fujiyama).



BEFORE "FRIENDSHIP CEASES."—Snap taken in the C.C.C. pavilion on August 9 of some of the C.C.C. and C.S.C.C. lawn bowlers before the League's game commenced.—(K. Fujiyama).



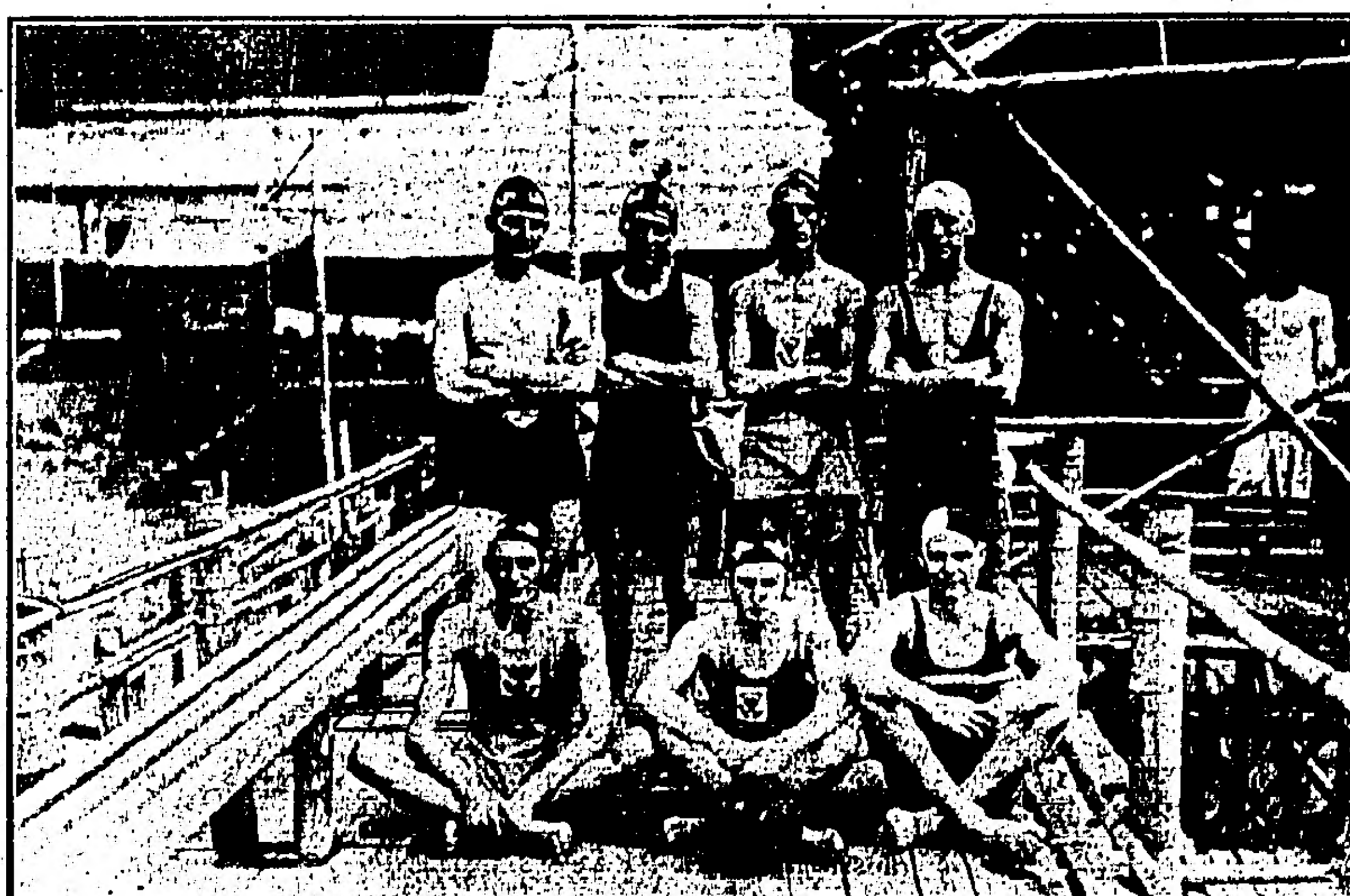
"DELIVERING THE GOODS."—E. L. Hollands, Civil Service, snapped delivering a wood in the match against the K.B.G.C. on August 9.—(K. Fujiyama).



"IN ACTION."—Oron, of the Civil Service, in the act of delivering a wood in the League game against the Craigengower C.C.C. on August 9.—(K. Fujiyama).



ROYAL BIRTHDAY.—Saturday last week was the 72nd birthday of H.M. Queen Emma, the Queen-Mother of Holland. The occasion was celebrated by the local Dutch community at a dinner (depicted above) given by the Consul-General, Mr. M. J. Quist, at the Repulse Bay Hotel.—(Ming Yuen Studio).



WATER POLO.—Group photograph of the H.Q. Wing, Somerset Light Infantry, winners of the Garrison Water Polo League 'small units' match recently. They defeated the 20th. Battery, R.A., in the final by 5 goals to 2.—(K. Fujiyama).



"AWAY SHE GOES."—A Civil Service C.C. lawn bowls player showing the way to the jack in the match against the C.C.C. on August 9.—(K. Fujiyama).

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The WOMAN'S Page



"Like Mother—Like Daughter."



Two visitors who attracted great attention at the Eton v. Harrow cricket match at Lords, were Mrs. Marot and her little daughter, who with the exception of hats, were dressed exactly alike. — (Sport and General).

BEAUTY RECIPES.

Besides keeping her complexion clear and soft through rest and judicious eating, drinking and smoking, a noted American beauty uses the following home-made cleansing cream:—

Half-pint of rosewater, 3 drachms of white wax, 4 drachms of oil of almonds, and 3 drachms of spermaceti. Melt the white wax and spermaceti together with the oil of almonds. Boil it all up well, adding the rosewater slowly until it is cold. Put the cream in a spot and pour some rosewater on the top, leaving it for two or three

days. It is a pure and delightful cream, she says, and has a fragrant perfume.

Her teeth she keeps in excellent condition by a regular quarterly visit to the dentist, and a dentifrice of pure camphorated chalk pounded to the finest powder with pearly and mortar. This, she uses, together with a weak solution of permanganate of potash crystals, as a mouth wash.

Her hair shampoo she describes as the simplest in the world, namely, water softened by a bag of fine oatmeal, a pure soap made from palm and olive oil, and rinsing water to which lemon juice has been added.

THE CURL FASHION.

Sydney, June 29.
It has taken Miss Dorothy Harnett, one of Sydney's pretty business girls to show that hair dressed mid-Victorian fashion can be the natural feminine complement to the long flowing high waisted evening frock. Not the least afraid of being the cynogure of surprised eyes, she created a mild sensation at the Big Brother Ball recently, with this demurely attractive last century coiffure.

The dressing was only a matter of about twenty minutes and the cost a few shillings. With agile fingers, "Madame" twisted Miss Harnett's long soft dark brown hair into curls and sighed for the days when hair-dressers really were hair-dressers, and dozens of women were "coiffured" before going to a party or dance. As things are trending "Madame" may live to see fashion's eye bring back the elaborately dressed head.

Observers overseas tell us that there is a definite fancy among smart young things for long hair much curled about the nape of the neck. Parisian dress designers are doing their best too to drive us back to complete femininity and up-to-date they have had their way in most things. It remains to be seen. As yet the Sydney girl has persisted in clinging to her smartly groomed semi-shingle. There is little sign that she even intends growing her hair. Miss Harnett is one of the lone pioneers in this back-to-Victorian tendency in evening coiffure.—Sydney Sun.



Suitable for the beach parade and leisure hours at home.

SALTED ALMONDS.

Allow one teaspoonful of thin cream and two tablespoonfuls, grated cheese, seasoning, and small piece of butter to three eggs. Butter an omelet-pan, pour in the cream, and bring to boiling-point, and poach the eggs in it, basting well with the cream. When set, place on hot dish. Add cheese and seasoning to the cream in the pan and stir until it has melted, without letting mixture boil, then pour over the eggs and serve with fingers of toast.

THESE PARAGON WIVES—

To-day we hear a great deal about the cleverness and capability of the young wife and mother. How well she runs her home and yet manages to keep up her sports, her bridge, and many of the social engagements which occupied her before marriage! What delightful little dinners she gives, how well her baby looks and how smartly turned out!

"Simply a matter of organisation," she airily remarks.... Nobody troubles to query her statement or investigate its truthfulness. She is taken at her own valuation, and really soon begins to believe she is the super woman admiring friends and acquaintances make her out to be. But what is the real truth of the matter? What is the home like "behind the scenes?"

Nine times out of ten the house is really run by the little maid-of-all-work. Run, that is, in the slipshod fashion which is all she has time for. To her also is left much (sadly too much) of the baby's upbringing, while her mistress rushes off to the golf course, because she must have exercise, and to her afternoon bridge club, because it would never do to be out of the swim of social life in her own particular suburb.

If baby is seedy, or the maid departs with a suddenness not always blameless, then there is usually "mother" round the corner ready to step into the breach. But for a convenient Grannie, alas, poor baby!

Those wonderful dinners, too. How often they come, ready to be warmed and served, from a local delicatessen shop, or one of the big stores. Carefully chosen and camouflaged with some extra garnishings, it is easy for them to proclaim silently the prowess of the wife's proficiency in cooking. But what of the poor husband's pocket

A Charming Gown of Floral Chiffon.



"Why be so positive Madam, when your gown is so lovely and which Madame Zarn, (London) has made look charming in floral chiffon on a white ground with a soft bouquet of garden flowers on the shoulder?" — (Sport and General).

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SHOE-MAD WIFE.

Husband Makes Her Mania A Plea For Divorce.

Because his wife devoted her whole life to her shoes, a Berlin husband is now seeking divorce.

He told the court that not a week passed without the purchase of a new pair. And she changed those she was wearing five or six times daily. She now possessed 76 pairs, and had cleared out everything else in the bedroom shelves and drawers to make room for them.

This, he added, did not worry him, but he was driven to seek his freedom by the discovery that she had commenced to clear out the shelves of his bookcases to make room for her footwear.

WOMAN SMOKERS.

A woman doctor's breezy condemnation of women smokers originated the annual conference in London of the National Association for the Prevention of Tuberculosis.

Dr. Constance Brown said she wanted pure air to breathe. Everywhere people went they breathed nicotine.

"I can hardly sit down next to a lady but she puffs volumes of smoke from her cigarette," she proceeded.

"I take up my handkerchief and try to fan it away. If that is not effective I say to her, 'I wish you would kindly consume your own smoke.'"

"I will say this," added Dr. Brown, "the men smoke very much better than the women."

BROWN AND WHITE SEASONAL.

when this is the way the catering is done?

The children's clothes and the immaculate way in which their husbands always appear at the morning train are but other points for which these wives so often gain added kudos, simply by taking into themselves the credit. But if it were not for Grannie's clever fingers in the one instance, and a public valeting service in the other, both would probably be in a sorry plight.

Yet, after all, can we altogether blame these young wives for living and flourishing under false pretences?

It is really the logical outcome of their upbringing and the methods of present-day approbation.

Their mothers encouraged them in childhood and girlhood "to put all their goods in the window," as it were, and "to have a good time." So now they demand as a right that they should both eat their cake and have it, and tell the world loudly how well they are accomplishing this feat, till they are taken at their own valuation and are credited with a cleverness wholly undeserved. But it seems a pity.—Looker-On in the Evening News.

An Autumn suggestion is offered by Ruth Chatterton, appearing in Paramount's production, "The Better Wife," in the guise of a street outfit of brown and white. This is a likely mode for the early Autumn days, since Miss Chatterton's fashion innovation requires brown and touches of white. The frock in question is created in brown wool crepe with bands of white crepe as effective trimming. A brown and white felt hat and sables complete the costume.

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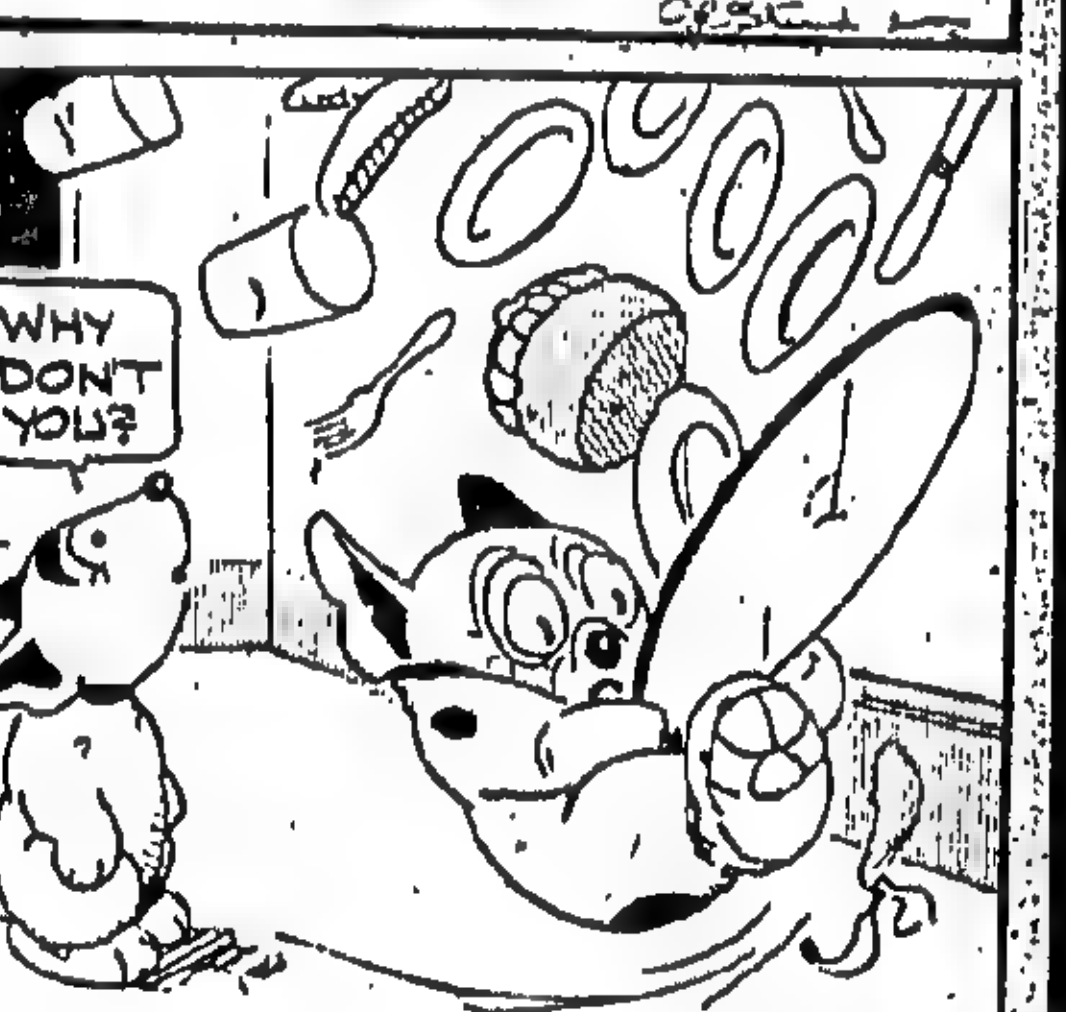
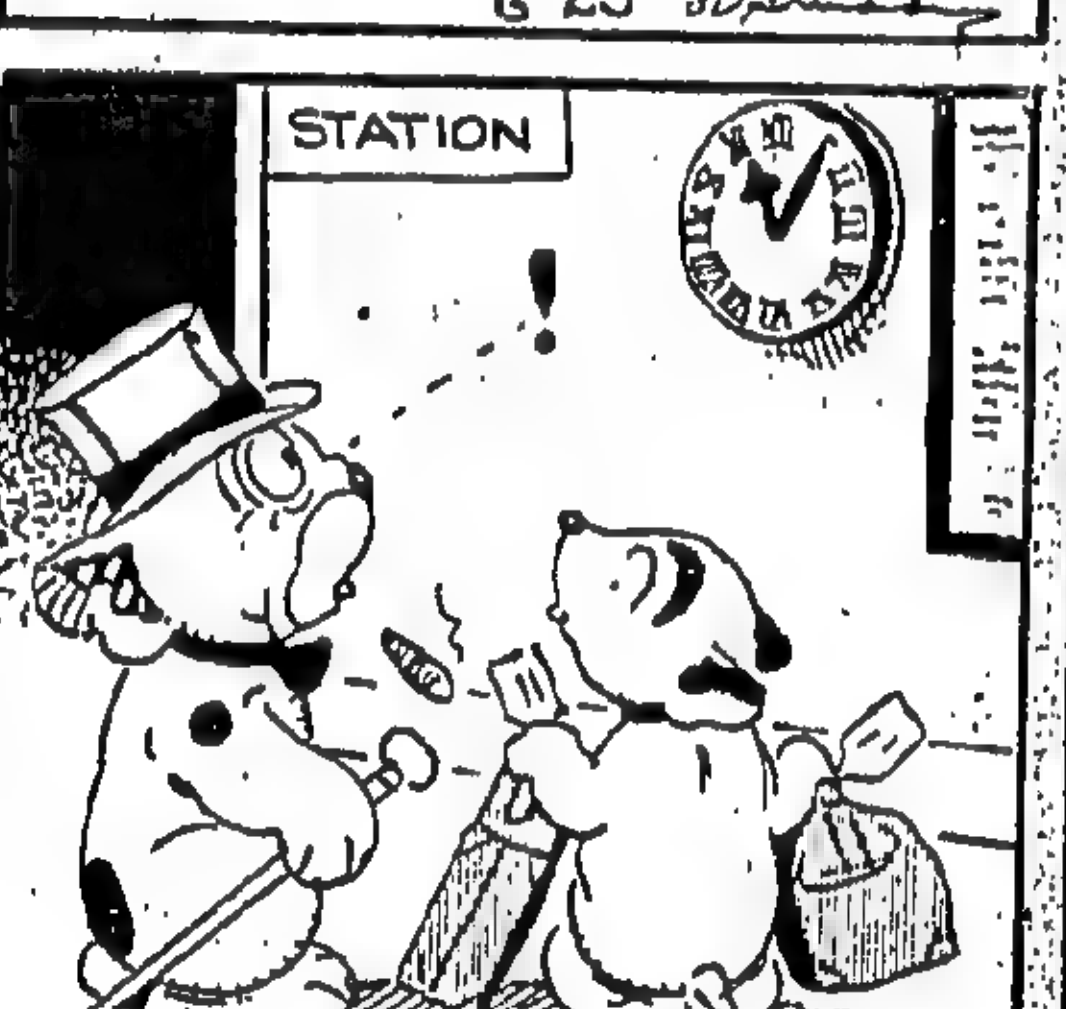
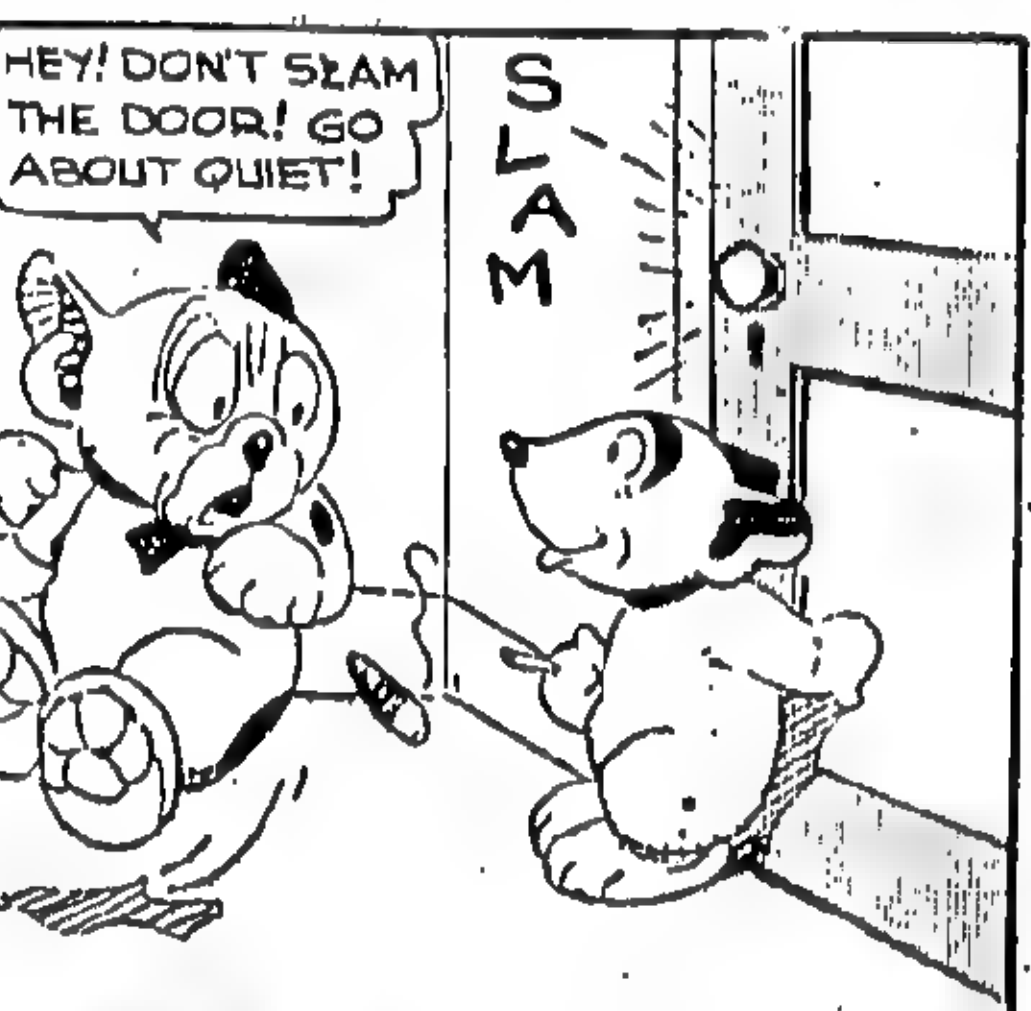
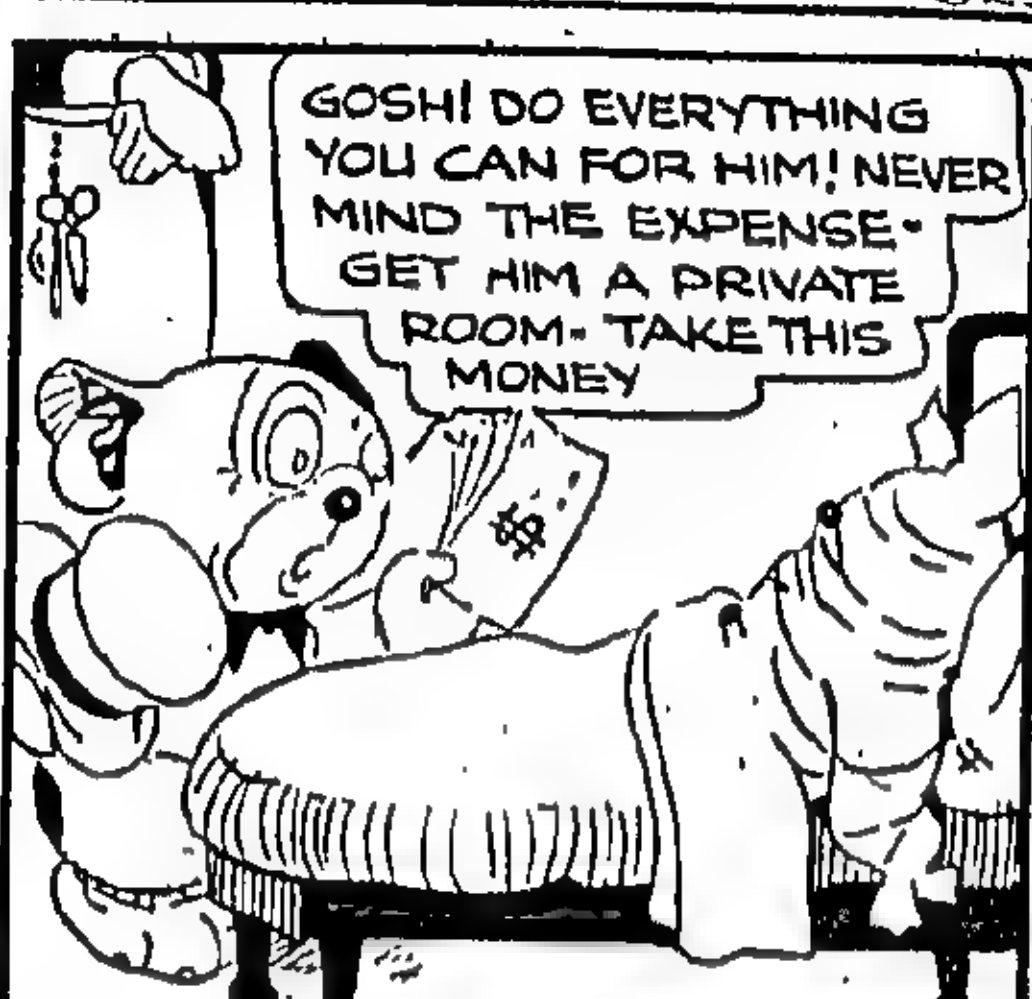
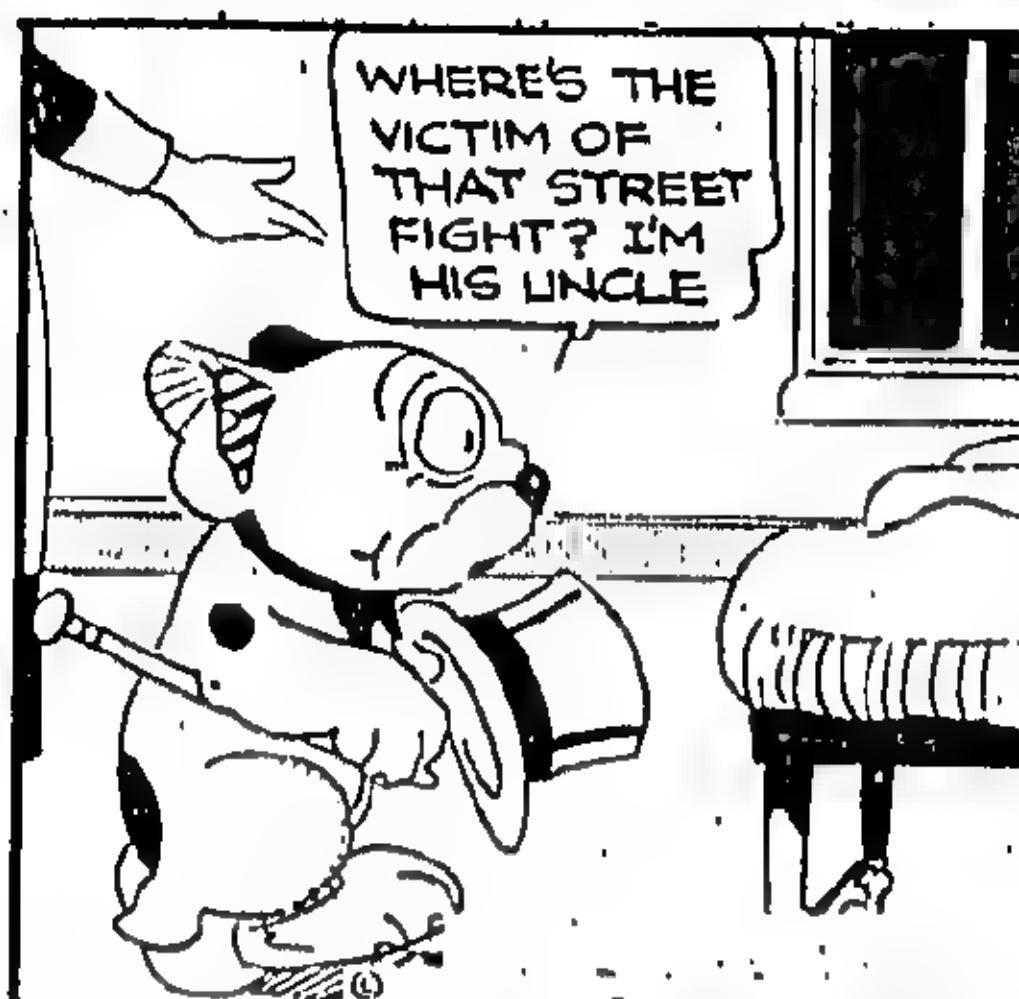
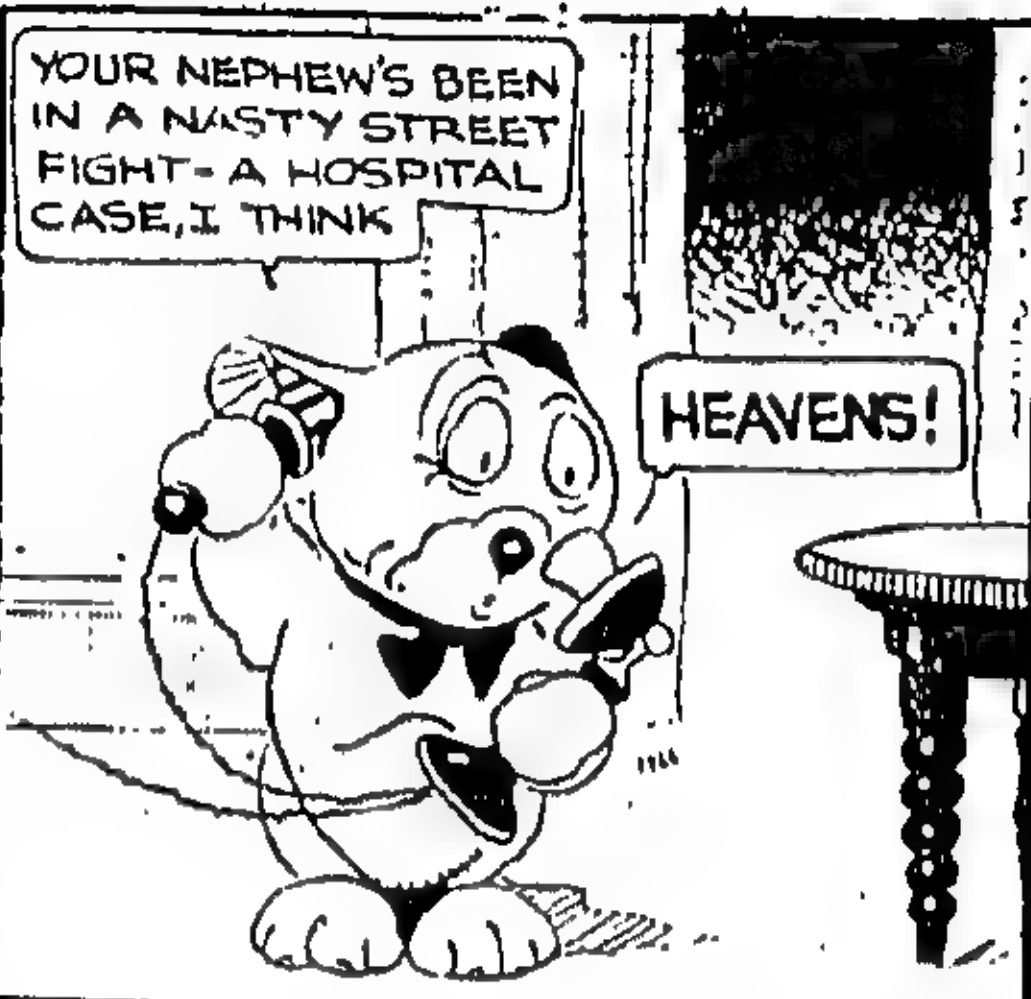
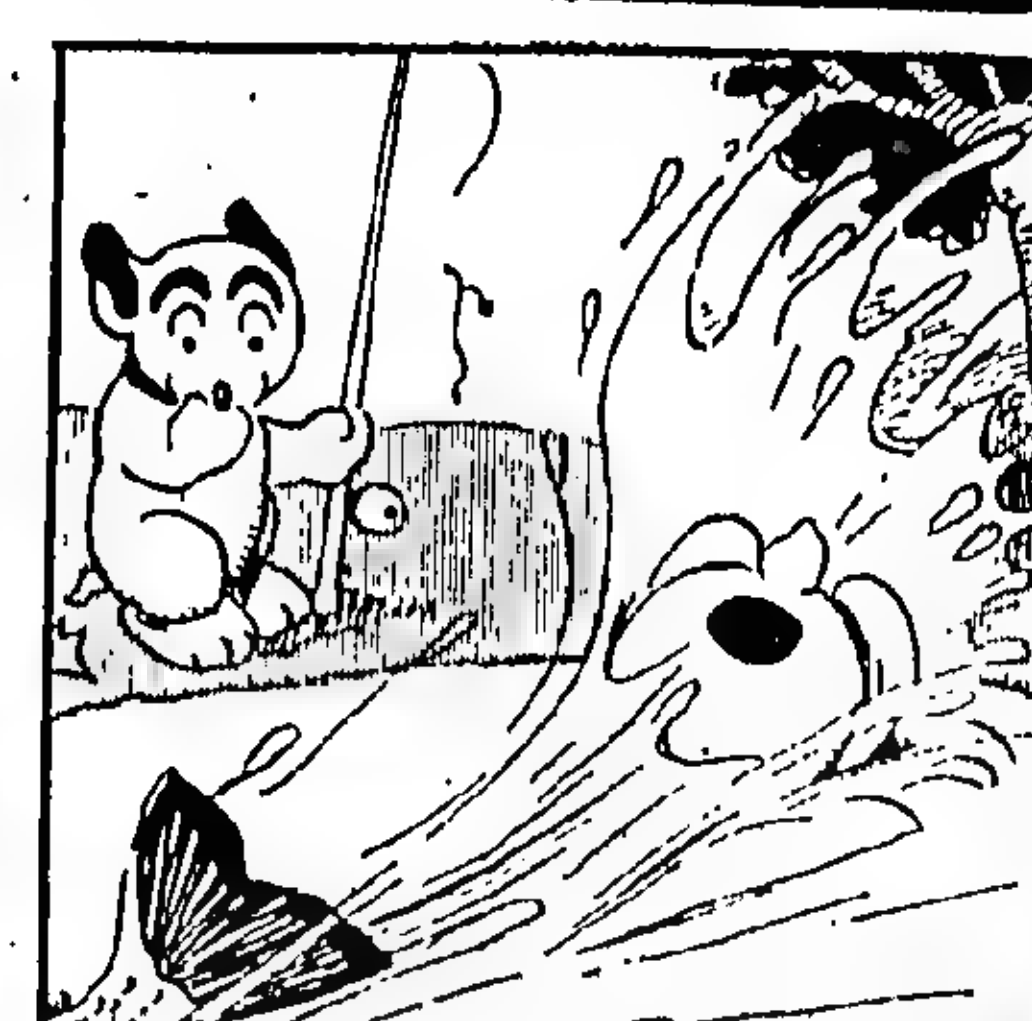
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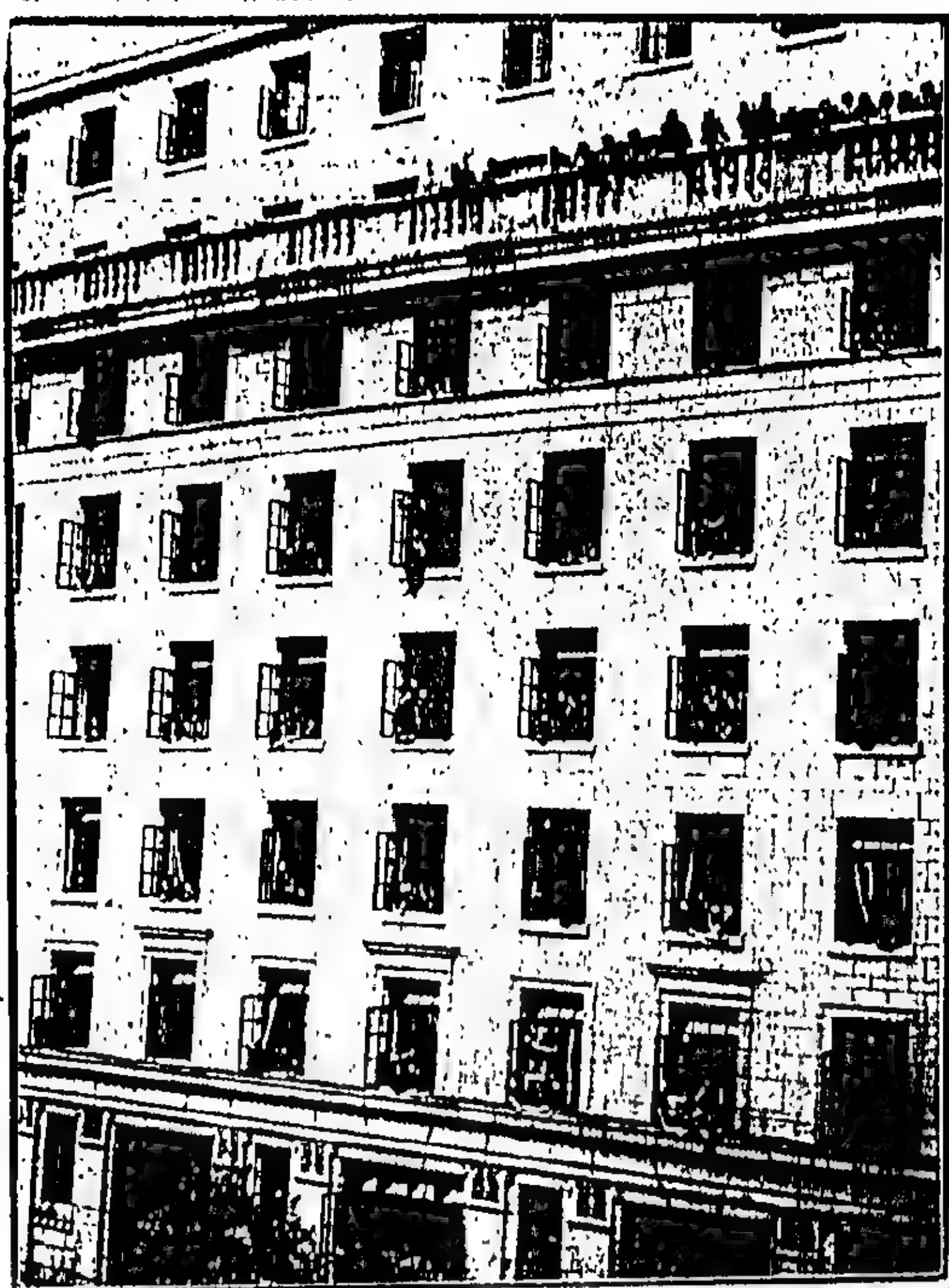
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260 Boxes "JEWEL" Fine Scented Skin Soap for Bath or Toilet. \$1.00 Box, 3 Cakes.	1,500 Yards Fancy Cotton Voile. Pretty designs. 38 inches wide. \$1.00 Yard.	750 Yards JASPE CLOTH. All new Shades. Fast Colours. 48 inches wide. \$1.95 Yard.	50 Pairs White Cotton Bed Sheets. Excellent Wearing Quality. Size: 2 by 3 yards. \$10.50 Pair.	300 Only Bead Choker Necklaces. All different designs. \$1.00 for 3.	150 Only Ladies' and Children's Ready-to-Wear Hats. TO BE CLEARED at \$5.00 Each.	1,000 Packets of SOAP FLAKES for fine washing. \$1.00 for 4 Packets	432 Pairs Men's Art Silk and Cotton Socks. Newest designs. All sizes. \$1.00 Pair.
10 Gross Strong Folding Garment Holders. Useful for Travelling. \$1.00 for 5.	100 Dozen Ladies' Ribbed Cotton Vests. All sizes. \$1.00 for 2.	60 Only White Cotton Blankets for present use. Size 76 by 58 inches. \$4.50 Each.	300 Sets GLASS DISHES. Fluted design. Oval Shape. \$1.50 Set of 3.	400 Pairs Ladies' Art Silk and Cotton Hose. All Colours. \$1.00 Pair.	50 Pairs Only Ladies' White Canvas Shoes. Odd Makes and Sizes. \$1.00 Pair.	500 Packets Paper Serviettes and doyleys. 20 and 25 in Pkt. 20 Cts. Packet.	200 Pairs Men's Braces. Celluloid Fittings. Cord ends. \$1.25 Pair.

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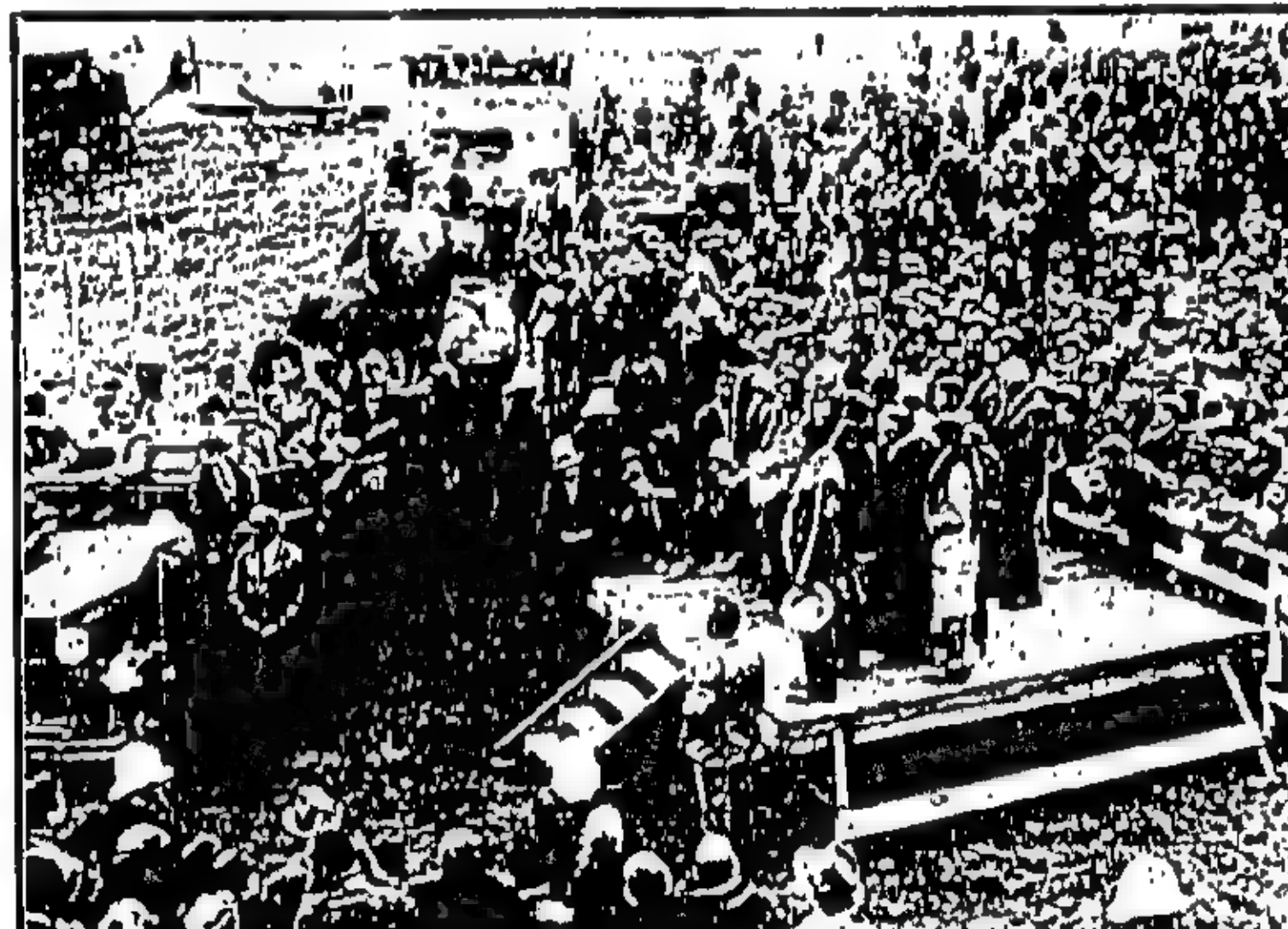
WHITEAWAYS, THE STORE FOR VALUE, HONG KONG.



INDIA HOUSE.—H.M. King George accompanied by Queen Mary opened India House, Aldwych, Strand, on July 8. Office staffs of the adjoining buildings in Aldwych, had a fine view of the arrival and departure of Their Majesties.—(Sport and General).



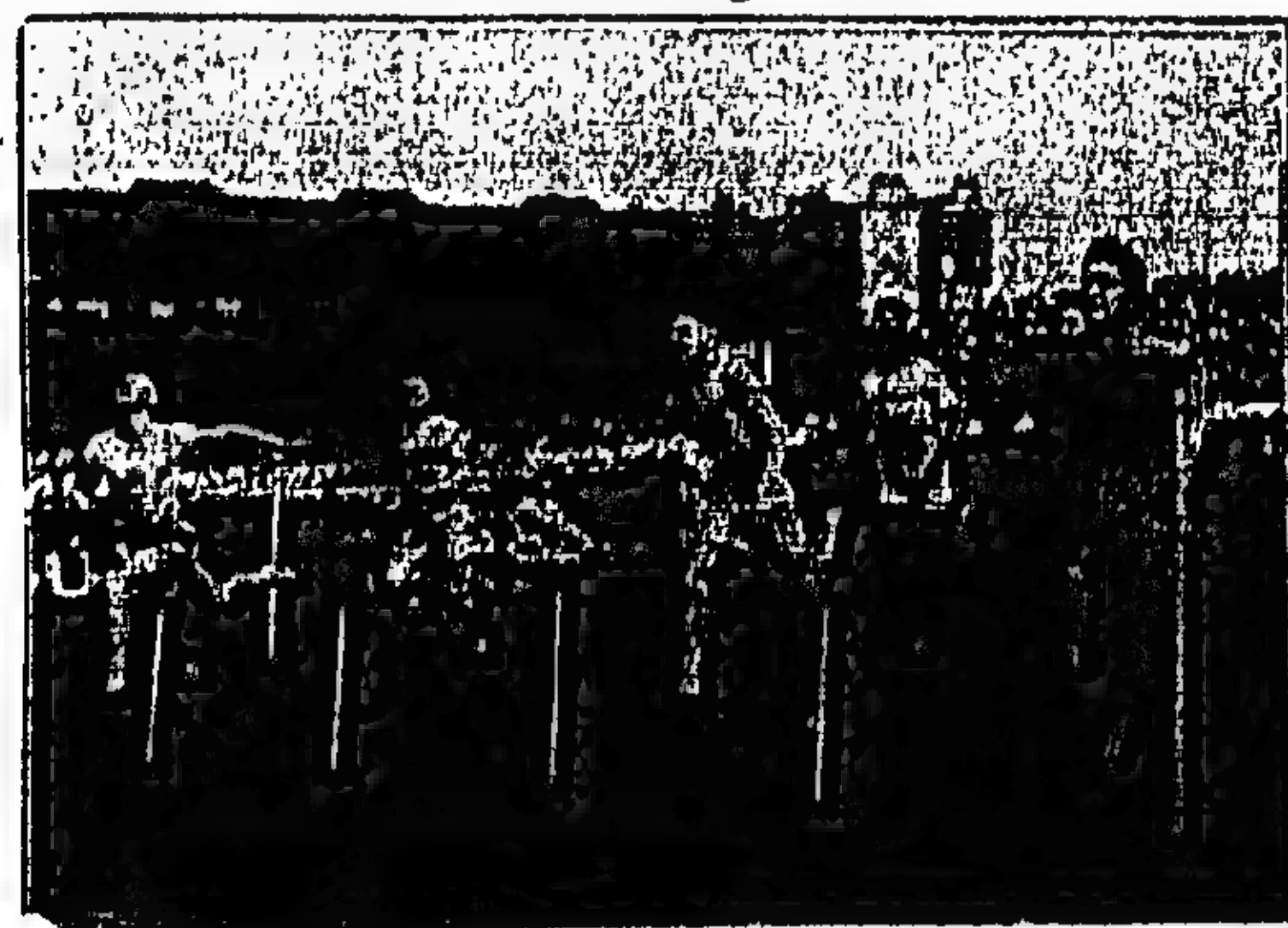
WOMEN RIVALS AT BISLEY.—The 67th annual meeting of the National Rifle Association opened at Bisley Camp, Surrey, on July 7, in a blaze of sunshine, expert marksmen from all parts of the world came to England for this popular event, while many women have also entered for the miniature rifle competitions.—(Sport and General).



LONE FLIGHT.—Leaving England on May 6 in a Moth aeroplane, Miss Amy Johnson, flew unaccompanied to Darwin (Australia), arriving on May 24. A few days later Miss Johnson flew to Brisbane where she received a further ovation. The scene at the arrival at Brisbane.—(Sport and General).



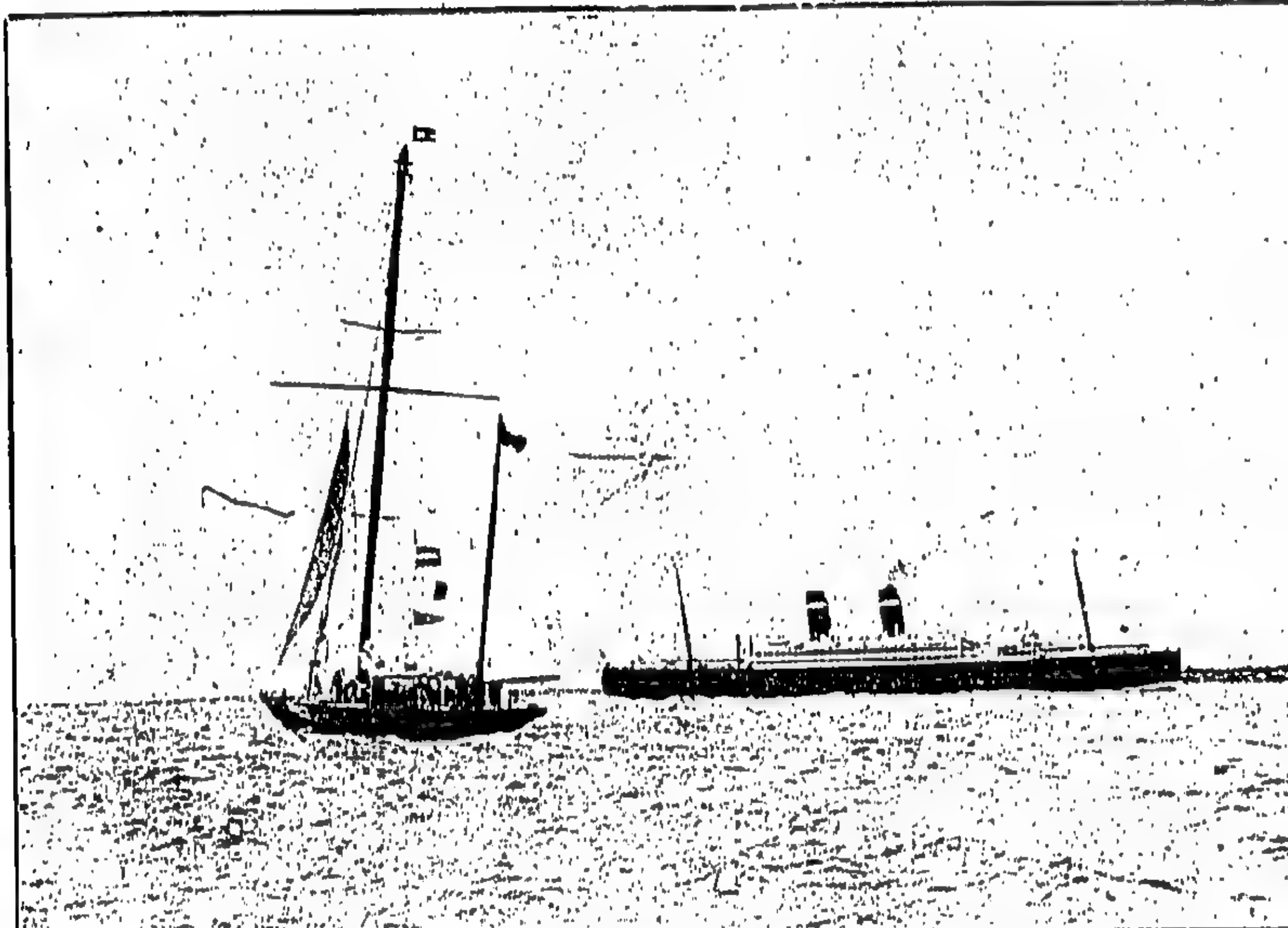
A WELSH GREETING.—The Royal Welsh Ladies' Choir greeted the arrival of the King and Queen at India House by songs from the roof of an adjoining building. The choir was conducted by the founder, Mme. Clara Novello-Davies.—(Sport and General).



ATHLETIC MEETING.—The Amateur Athletic Association's Jubilee Championships meeting at Stamford Bridge, London, on July 4 and 5, attracted the enormous entry of over 500 athletes, 35 being foreign competitors. C. Berger (Holland) left, winning the 100 Yards final from E. Toetti (Italy) right.—(Sport and General).



VESUVIUS IN ERUPTION.—Cine autograph operators have been filming Mount Vesuvius during its recent eruption. Rocks and other debris were hurled with loud explosions high into the air, making an awe-inspiring spectacle. Note the molten lava which has solidified into an imitation of folds of materials.—(Sport and General).



OUTWARD BOUND.—Amid resounding cheers from crowds on the water-side and the screech of sirens from ships, Sir Thomas Lipton's "Shamrock V," the latest America Cup challenger, left Portsmouth harbour, on July 19, for her voyage across the Atlantic. The race for the America Cup takes place off Newport, Rhode Island, on September 13.—(Sport and General).



HIGH JINKS.—Winsome Nancy Carroll, well known to Hong Kong screen fans for her work in "Sweetie" and "Able's Irish Rose" in a typical scene from her very latest success "College Humour," to be shown here shortly.

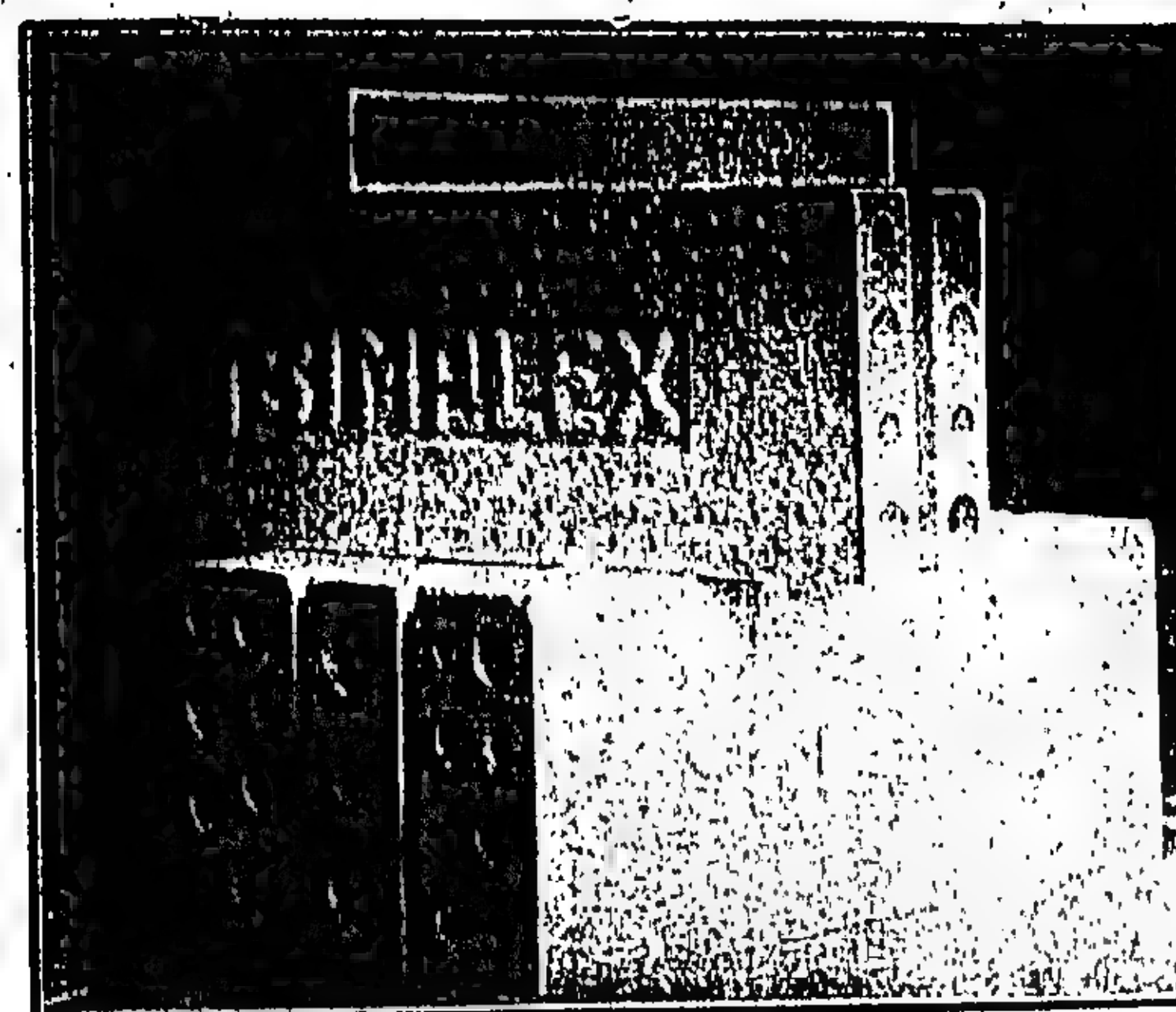


BARON OF HERFORD.—Lord Molyneux, who recently succeeded to the Earldom on the death of his father. He is extremely popular and one of the best-looking men in town.—(Sport and General).



SALVATION ARMY.—Anniversary demonstration of the Salvation Army, when 5,000 marched from the Embankment to Hyde Park, W. Representatives from India, South America, Java, and China.—(Sport and General).

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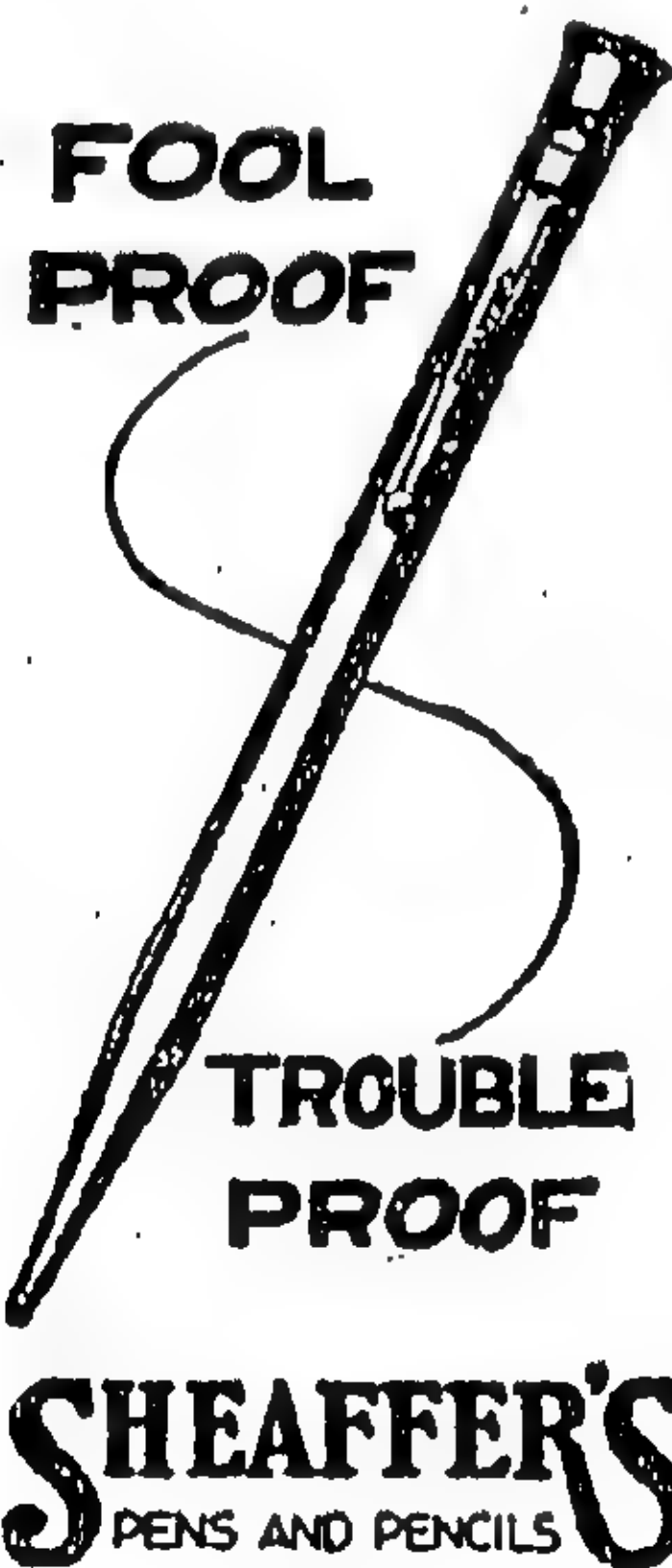
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KOWLOON NOTES.

Development of King's Park.

The development of King's Park as a great centre of sports and recreation on the mainland has been marked by the erection of a new Club-house between the Nave ground and the Central British School ground. This is the Kowloon British School Former Pupils' Association's Club-house. Built on a slight rise, the structure is of a neat design and will afford much comfort to its many members. To the right of the Club-house is a pole at the top which flies daily the K.B.S.F.P.A. flag. The Club will be formally opened shortly.

A Kowloon Case.

An elderly Chinese woman, who is licensed to hawk cakes, appeared at the Kowloon Police Court before Mr. T. S. Whyte-Smith charged with committing a breach of a condition of her licence by selling bananas instead of cakes. She pleaded "not guilty" and stated that although she did have about eight bananas they were not for sale. A Chinese police constable stated that he saw the woman in Tung Fong Street making a sale to a boy, who gave her one cent for a banana. He approached nearer to the woman and, finding that she had both cakes and bananas on her stall, asked to see her licence. This

brought about the subsequent charge. However, before the Magistrate convicted, the woman having no witness for her defence, Mrs. Reiton, of the Penik Mission, 90, Portland Street, stood up in Court and asked if she could say a few words on behalf of the old woman.

Mrs. Reiton said that she had known her for many years to be a very honest woman. On Tuesday, after the woman was arrested, she came to see her friends in order to collect a sum of \$3 for bail money. The constable told Mrs. Reiton that he had paid the bail out of his own pocket. Mrs. Reiton added that she had been in Yau-nai for the past sixteen or eighteen years and had known the woman to be very poor but very honest.

The policeman told the Court that the woman had no previous conviction recorded in her licence and the Magistrate, pointing out that it was not a serious offence, cautioned her. He explained to her, through the Interpreter (Mr. Ip Tin-shang) that she could have her licence altered. All she had to do was to apply to the Police and the alteration would be made free.

Our "Chit Dwellers."

A local correspondent helps to fill his space in a Straits paper with this:—

Hong Kong is largely populated by the modern equivalent of cliff-dwellers,—unfortunate creatures compelled to herd together in flats, instead of having "desirable residences" or "charming bungalows" daintily set in delightful gardens. There are certain advantages, of course, attached to flat life—and there are disadvantages. Which way the balance swings depends upon one's neighbours. If they are considerate, all is well; if they are selfish, thoughtless, and inconsiderate, all is wrong.

Post-midnight "jamborees," accompanied by raucous noises believed to be musical, can be very irritating, especially on hot summer nights, and the people below—or above—can, if they choose, banish sleep much more effectively than did Macbeth. But even the fortunate few who live in houses are not free from noisy neighbours, and a Kowloon resident writes to a local paper on the subject. He says he read with great interest a paragraph reproduced from an issue of fifty years ago, in which, complaint was made of inconsiderate neighbours making a never-ending "tong-long-tong" on a piano, and declares that "what started in 1880 is still going on, though the piano may not be the same." He avers that he has to listen to the "Broadway Melody" 250 times from five in the afternoon till midnight, and asks whether these are not inconsiderate neighbours? As nobody has questioned his description it may be assumed that the answer is in the affirmative.



London, July 3.

Princess Takamatsu. Apart from the official welcome extended to London's latest guests, Londoners in general, who always take a real and human interest in the personalities of notable visitors from other lands, have taken the keenest interest in the visit of Prince and Princess Takamatsu of Japan. Londoners really are very glad to see Prince Takamatsu, and his charming bride, with her adorable name, bids fair to be the idol of the season. On their arrival at Victoria, the beauty of the young princess, who is still on her honeymoon trip, caused a hush of surprise among the brilliant company assembled on the platform. The dinner-party at Buckingham Palace in honour of the Japanese Royal visitors—the first State dinner party given by the King since his illness—was a scene of glittering splendour. The King, wearing the uniform of an Admiral of the Fleet, sat next to the Japanese princess at the head of the long table.

It is generally admitted that, as a national type, Princess Takamatsu is the most lovely princess who has visited England for years, and crowds gather in the streets to see her as she passes by. For the first three days of their stay, the Prince and Princess were the guests of the King and Queen, and they then moved to a suite at Claridge's as the guests of the Government. Almost their first act on arriving, after their reception by the King and Queen at Buckingham Palace, was to drive to the Cenotaph and place there a wreath of white lilies. The Prince uncovered and saluted and stood a moment before going on to the Abbey, where a similar wreath was laid on the tomb of the Unknown Warrior. Next day, they drove in state to the City, where they lunched with the Lord Mayor at the Mansion House, and amongst a host of other social and official engagements they attended the Air Pageant at Hendon, and were shown over the House of Lords.

Back to Sarawak.

When the Rance of Sarawak leaves England in September for

her palace in the white Rajah's distant country, she will take with her the three beautiful Brooke daughters, Leonora, the eldest, Elizabeth and Valerie. The "Star" states that the family loves to spend at least six months of the year in the Sarawak home, a palatial building raised on piles and furnished throughout in an Eastern style strikingly at variance with the simple, typically English decoration of the Berkshire house, Ascot Hill. The girls, especially—the youngest is only 14 and still at school in England—are looking forward to returning to Sarawak, where they have many interests. They can all speak Malay fluently, and, like their father, better known in England as Sir Charles Vyner Brooke, are great travellers.

Road Deaths Continue.

With the heat wave, we have had an increased death toll this week-end. Fifteen people lost their lives during the week-end, and twelve were killed on Monday, bringing the week-end total up to twenty-seven. By the way, it is understood that the Ministry of Transport is in possession of a memorandum, just decided upon by the Society of Motor Manufacturers and Traders, controlling the entire British motor industry, strongly recommending big changes in the regulations affecting car headlamps and sidelamps for the prevention of dazzle. It is understood that the Society has urged the Minister to make it illegal for any car to be on the road with sidelamps which have not either a frosted glass lens or a frosted bulb, and for any bulb to be used in such lamps of a stronger power than six watts. The Minister is also asked to make it compulsory for private cars to be fitted with headlamps which either dip completely or swivel to the left and dip the reflector.

The adoption of these demands would, it is asserted, mean that half a million owners of cars three years old would have to pay at least £2 a car for conversion of their headlamps and say, 4s. at least for frosted sidelamp bulbs. The memorandum indicates, it is

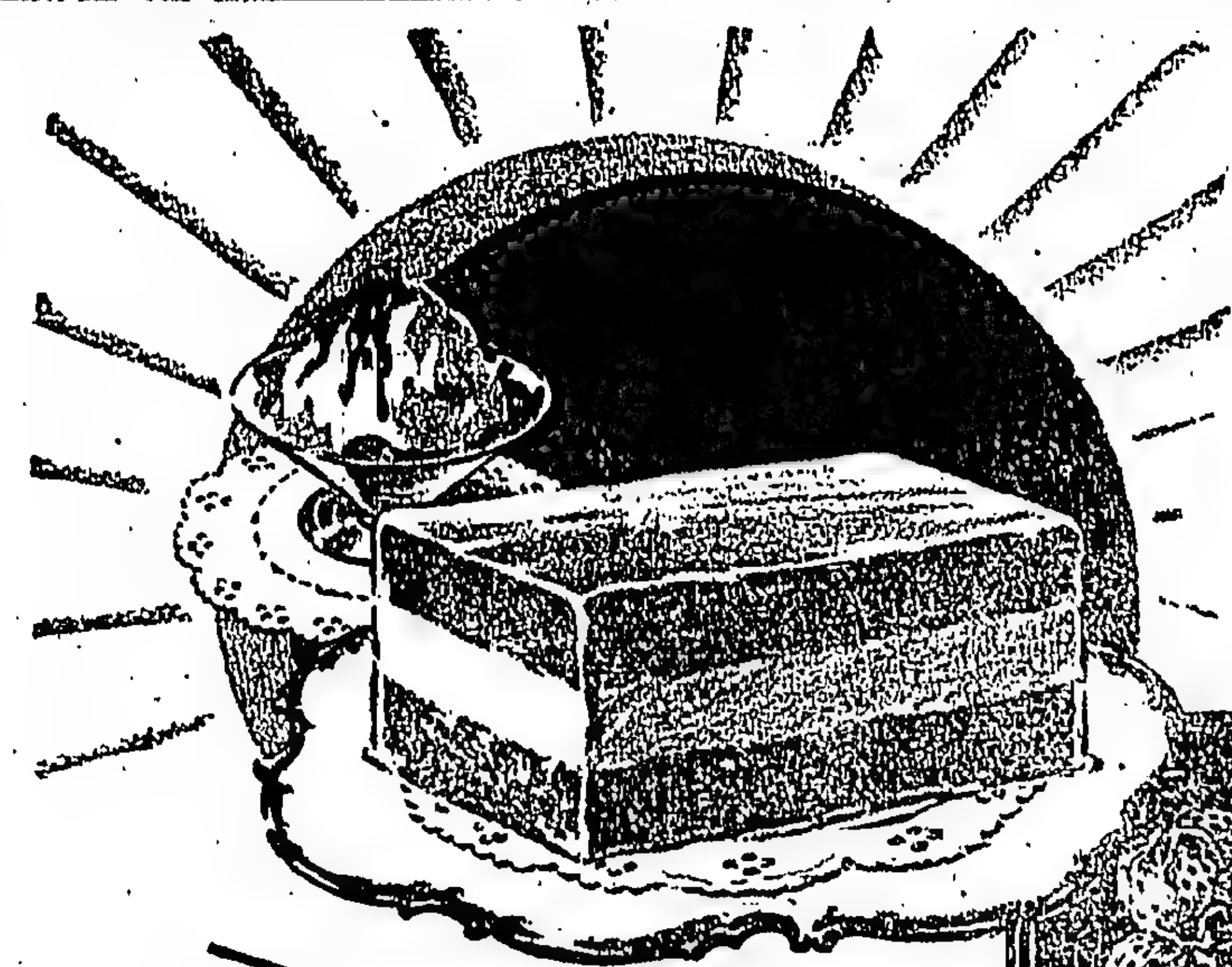
stated, a big difference of opinion between the Society and the Royal Automobile Club. The latter has officially asked the Ministry to limit headlamps to a maximum of 36 watts in order to deal with the cases of night "road hogs" using ultra powerful lights of 60 watts and over. People of authority in the motor industry are convinced that September will see the issue of draft regulations to end dazzle embodying the demands of the motor makers with the Ministry compromising on the watt maximum for headlamps for fixing a maximum higher than 36. Meanwhile the pillon girl has a champion in Sir Arbuthnot Lane, who, speaking at the Practical Psychology Club said that nothing annoyed him more than criticism of this girl. She went out into the country which was better than sitting in cinemas holding young men's hands and eating chocolate.

Mrs. Meyrick's Arrest.

Mrs. Meyrick seems to exercise very little care in the way she runs her night club, and she has again been arrested following a raid on the Forty-three Club in the early hours of Thursday morning. After her arrest she was charged at Bow Street with selling intoxicants at the club without a licence. On Mr. Woolf, defending, applying for bail Mr. Graham Campbell, the magistrate, said he should require a surety as it was impossible to shut his eyes to the fact that there was a long record of similar offences. Apparently the reason for the exceptional course of applying for a warrant was that Mrs. Meyrick applied for a passport to go to Paris immediately. Mr. Campbell remanded the case and he would require two sureties of £500 each. On these being forthcoming Mrs. Meyrick was released. The brisk way in which Mrs. Meyrick was arrested goes to prove that Lord Byng's influence is still over the night life of London to no small extent, and in spite of many endeavours, the promoters of illegal night clubs find it impossible to obtain a foothold.

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RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.V. on 355 metres:—
10 a.m.—Morning Service from St. Joseph's Church.

At the end of this Service there will be a Chinese Programme until 1 p.m.

1.30 p.m.—Weather Report.

9 p.m.—Weather Report.

European Programme of Victor Records selected and supplied by Messrs. Tsang Fook.

"L'Arlesienne"—Prelude (Bizet).

Royal Opera Orchestra (9112A).

"L'Arlesienne"—Fraudolo.

"L'Arlesienne"—Adagio.

Royal Opera Orchestra (9113A).

A Gem from "Fagotini" (Lehar).

"French Kisses" (Rudolph).

Marcel Weber and His Orchestra (20028A).

"Samsen et Dealla" (Saint-Saens).

Giovanni Martinelli, Tenor (8169A).

"Souvenir" (Drilla).

"Serenade" (Drigo).

Florentine Quartet.

"Torchlight Dance" (Fackelzug).

Cleor Brass Ensemble (20037A).

"Don Juan" (Strauss).

Symphony Orchestra (9114).

"Silver Haired Sweetheart".

"Sweet Elaine"—Shannon Quartet.

Lewis James, Tenor (21324A).

"La Sonnambula" (Bellini).

Falstaff (Verdi).

Totti Del Monte, Soprano (7108A).

"Quartet in B Major" (Mozart).

Budapest String Quartet (9230A).

10.30 p.m.—Close Down.

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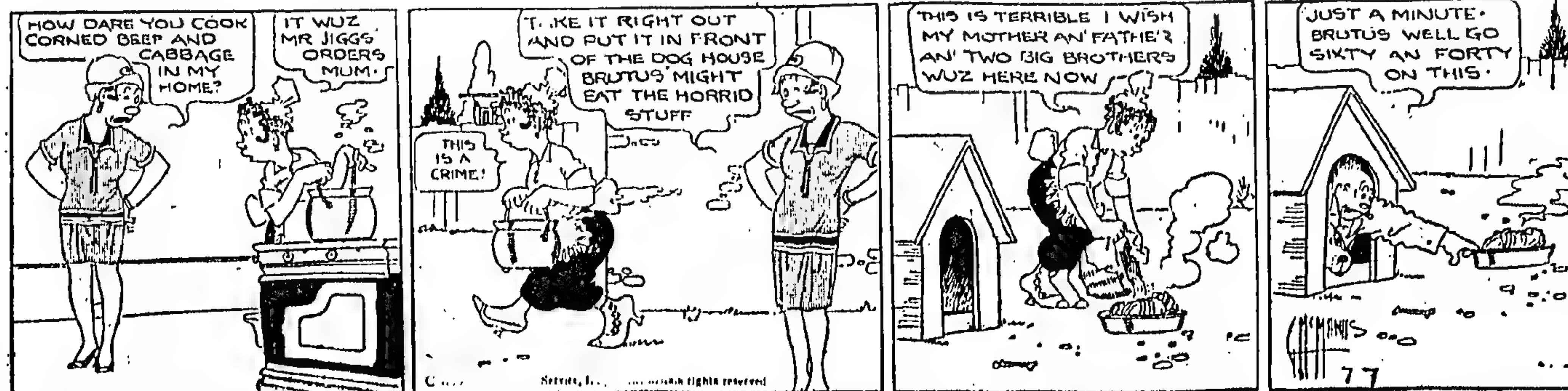
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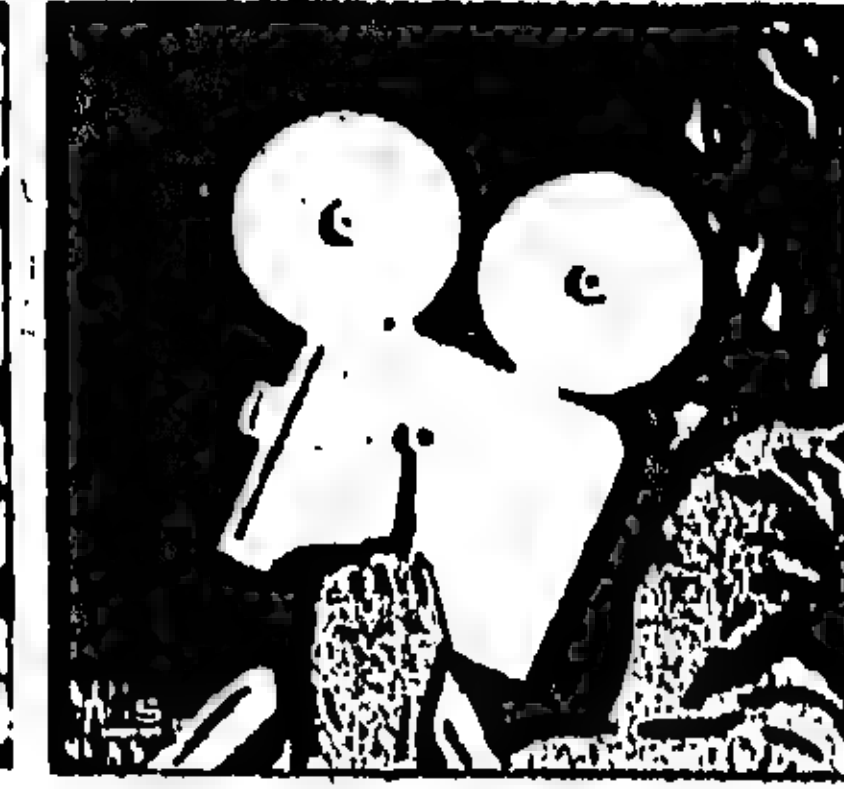
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AMUSEMENTS

OF HONG KONG.



MOVIELAND.

The Week's Films at a Glance.

QUEEN'S THEATRE.

(Daily at 2.30, 5.10, 7.15 & 9.20.)

At every performance the added feature attraction, "The Montmartre Follies" in entire changes of programme.

To-day and Tuesday.—Charles Farrell and Janet Gaynor in a tense drama of elemental passions and startling results.

Wednesday to Saturday.—An all-talking howling comedy of Girls and Gobs featuring Glenn Tryon with Otis Harlan, Gertrude Astor, Eddie Gribbon and Helen Wright.

STAR THEATRE.

(Daily at 5.30 and 9.20 p.m.)

Special Matinee Saturday and Sunday at 2.30 p.m.

To-day and To-morrow.—"College," Buster Keaton's big comedy of love and athletics. One of the "frozen faced" comedians' best pictures.

Tuesday and Wednesday.—Adolphe Menjou, Alice Joyce and Norman Trevor in "The Ace of Cads," the arresting screen version of the story by Michael Arlen.

Thursday to Saturday.—"Sonorita," a sparkling comedy drama of love and adventure in South America. With Bebe Daniels, James Hall and William Powell.

WORLD THEATRE.

(Daily at 2.30, 5.15, 7.15 & 9.20.)

Interpreter at all Shows.

To-day and Wednesday.—The Chinese drama, "The Way of Gold."

Thursday to Saturday.—Dolores Costello and Conrad Nagel in "The Redempting Sin," a drama of apache love as it really is.

FARRELL, DUNCAN INSPIRING IN "CITY GIRL" PORTRAYALS.

Grippingly human story, deft directorial touches, appealing dialogue and photography that hold the attention—these together with exceptional characterisations by the co-featured players, Charles Farrell and Mary Duncan, makes of F. W. Murnau's newest directorial effort for Fox—"City Girl"—an outstanding talking film achievement.

The story is as big as those vast ranches of rolling wheat that serve as a setting for much of the action. It tells of the yearning of a slaving waitress in Chicago for life in the country. Along comes Charles Farrell, the son of a "wheat king," and the waitress sees her dream approaching materialisation.

The boy's timidity keeps him from asking her to go back with him. He leaves for the station. Her hopes begin to tumble.

"DAMES AHOY," COMEDY RIOT, DUE HERE WITH TRYON HEADING CAST.

Glenn Tryon joins the Navy in "Dames Ahoy," hilarious Universal all-talking comedy coming to the Queen's Theatre on Wednesday.

"Dames Ahoy" gives Tryon one of the funniest roles of his sensational comedy career. He plays the part of a glib who, despite his better judgment, goes aground on the reef of matrimony.

Helen Wright makes her first appearance on the screen as leading lady in "Dames Ahoy." Her beauty and acting ability assure her a successful career in films.

Otis Harlan and Eddie Gribbon appear as Tryon's fellow-gobs in the picture. All have uproariously amusing roles. Gertrude Astor also has a prominent part.

The greater part of the action of the picture is laid at a beach resort. The story concerns the efforts of the three gobs to save one of their number, played by Otis Harlan, from a designing blonde who has got her clutches on half of his pay.

Art decorations with the human body as a canvas played a large part in "Dames Ahoy."

For the purpose of atmosphere, Otis Harlan, playing the part of a veteran glib, had to be tattooed. For the purpose of the plot, Gertrude Astor had to acquire a strawberry birth mark on her leg. The plot deals with the search of three gobs, on shore leave, for a designing blonde who is drawing half the pay of one of their number, played by Harlan. The strawberry mark is the only means of identification.

As a result of the search, Tryon, unaware of what he is doing, wins a dance contest entitling him to \$500, a bungalow and a bride.

William James Craft, who has directed some of Tryon's most successful comedies, directed "Dames Ahoy." Sherman Lowe

Each goes looking for the other, but eventually come together when despair seems the rewards of both. On the impulse they marry and the girl, filled with rosy imaginings of the country, is rudely shocked when the boy's father, admirably played by David Torrence, strikes her in an argument fermented by his classifying her as a woman of the streets who has tricked his boy into marriage.

Instead of finding happiness in country life, she faces abuse and drudgery beside which her restaurant work in the city was tame. To top this, her husband, falls to rise to her defense. Mary Duncan rises to new emotional heights in her fine speaking portrayal and Charles Farrell never has been seen and heard to better advantage. Every member of the cast is excellent and while the faces of some of the players are rather new, every one shows the painstaking care of Murnau in selecting those who people his casts.

QUEEN'S THEATRE

TO-DAY TO TUESDAY.

He was woman-ignorant...!
She was man-wise!

NEWSREEL.

FOX MOVIE TONE NEWS

An alluring city miss, wise to every trick of humanity, meets an unsophisticated lad from the great open spaces—and learns something new about love!



WEDNESDAY TO SATURDAY.

DAMES AHOY!

THREE wise men from the fleet they were—until a little blonde and a little brunette and a few others got through with them. See how the sea of matrimony drowned a willing victim. It's the funniest picture in months!

It's a Universal Talking Picture

with GLENN TRYON
Otis Harlan, Gertrude Astor, Eddie Gribbon, Helen Wright. Story by Sherman Lowe. Directed by W. J. Craft. Presented by CARL LAEMMLE.

"COLLEGE."

Buster Keaton's Big Comedy.

Buster Keaton's capital comedy, "College" will be the feature attraction at the Star Theatre to-day and to-morrow. "College" presents Buster as a book scholar and a miff at games. His girl, Mary, nicely played by Anne Cornwall, urges him to athletic prowess. He goes into training. Here is a rich interlude, with Buster trying everything you can think of on an Olympic Games ground. He cuts a sublimely ludicrous figure with every athletic implement, and his calm despair after every failure is extraordinarily amusing. By a cleverly devised sequence, he runs to the rescue of his girl, and on the way accomplishes every feat that has hitherto felled him. Quite an original climax is provided to this excellent comedy when the "frozen faced" comedian, in a series of thrilling and laughable scenes comes home first in the biggest event of the meeting.

"THE ACE OF CADS."

Michael Arlen Story as a Film.

Written by a popular British author, Michael Arlen, "The Ace of Cads" comes to the Star Theatre on Tuesday and Wednesday with a cast that includes not less than six Englishmen. The only Americans in the picture are the star, Adolphe Menjou, his leading lady, Alice Joyce, and Suzanne Fleming. Michael Arlen's best known books are "Mayfair," "The Green Hat" and "These Charming People." As stage plays, the last two were tremendous hits both in London and New York. "The Ace of Cads," one of the stories grouped in "Mayfair," was adapted for screen use by Forrest Halsey, and directed by Luther Reed. The theme deals with "An Ace of Cads" who wore his sins as nonchalantly as a monocle. It tells how he forswore his dissipation for love of a woman, was betrayed by a friend, lost her, tried to forget, failed, and in the end won her back. Besides its dramatic highlights, the picture is notable for its settings in fashionable, foggy, conventional London and romantic, colourful Paris.

SPANISH LOVE.

Bebe Daniels as a Spanish Caballero.

"Sonorita" which holds the bill at the Star Theatre from Thursday to Saturday, is unquestionably one of the best things that Bebe Daniels has done, for in this picture Bebe has had an opportunity that surpasses any she has had in her recent pictures. The story of "Sonorita" is a rollicking romantic comedy of love and adventure in South America. Bebe, herself, is in the role of a North American girl of Spanish ancestry who visits her paternal grandfather at the ancestral home in

MISS COSTELLO SUPPORTED BY NAGEL IN GREAT THRILLER OF PARISIAN UNDERWORLD.

For the third time since the beginning of her career as a Warner Bros. star, Dolores Costello has had the manly Conrad Nagel as her leading man. These three performances have definitely established the two among the best loved lovers of the screen.

Oddly enough, though both had been famous screen artists for a number of years, their paths had never come together until Warner Bros. undertook the production of "Glorious Betsy," in which Dolores played the part of Betsy Patterson, the Baltimore beauty who married Jerome, younger brother of the Emperor Napoleon—played by Mr. Nagel. This tremendously successful co-partnership was followed by "Tenderloin," a story of the underworld in which the youthful favourites portrayed utterly different characters.

In "The Redempting Sin" they are again seen together—Dolores starring as a tempestuous apache dancer of the Paris underworld—Nagel as a doctor who has established his office in the slums of the city and is called in to attend the wounded brother of the heroine. The characters that surround them conspire to make a melodrama of thrilling and glamorous intensity.

Other players in Miss Costello's supporting company are George Stone, Lionel Belmore, Phillippe de Lacy, Warner Richmond and Nina Quartero. "The Redempting Sin" was made under the direction of Howard Bretherton. L. V. Jefferson wrote the story, which was adapted for the screen by Harvey Gates.

Dolores Costello in "The Redempting Sin," a Warner Bros. special production, comes to the World Theatre on Thursday.

QUEEN'S

FROM WEDNESDAY

The MONTMARTRE FOLLIES

presents

"HARLIQUINADE"

South America. Upon her arrival she learns that her grandfather has always understood her to be a boy and that for her to appear in other guise would break his old heart. With characteristic impulsiveness she masquerades as a dashing Spanish caballero and appears to her grandparent in that guise. Situation follows situation in bewildering sequence. Not only is she accepted as a boy but finds herself in a position where she must make good as the youthful head of the family. She does, to the great satisfaction of everybody concerned and during her stay provides innumerable laughs and thrills.

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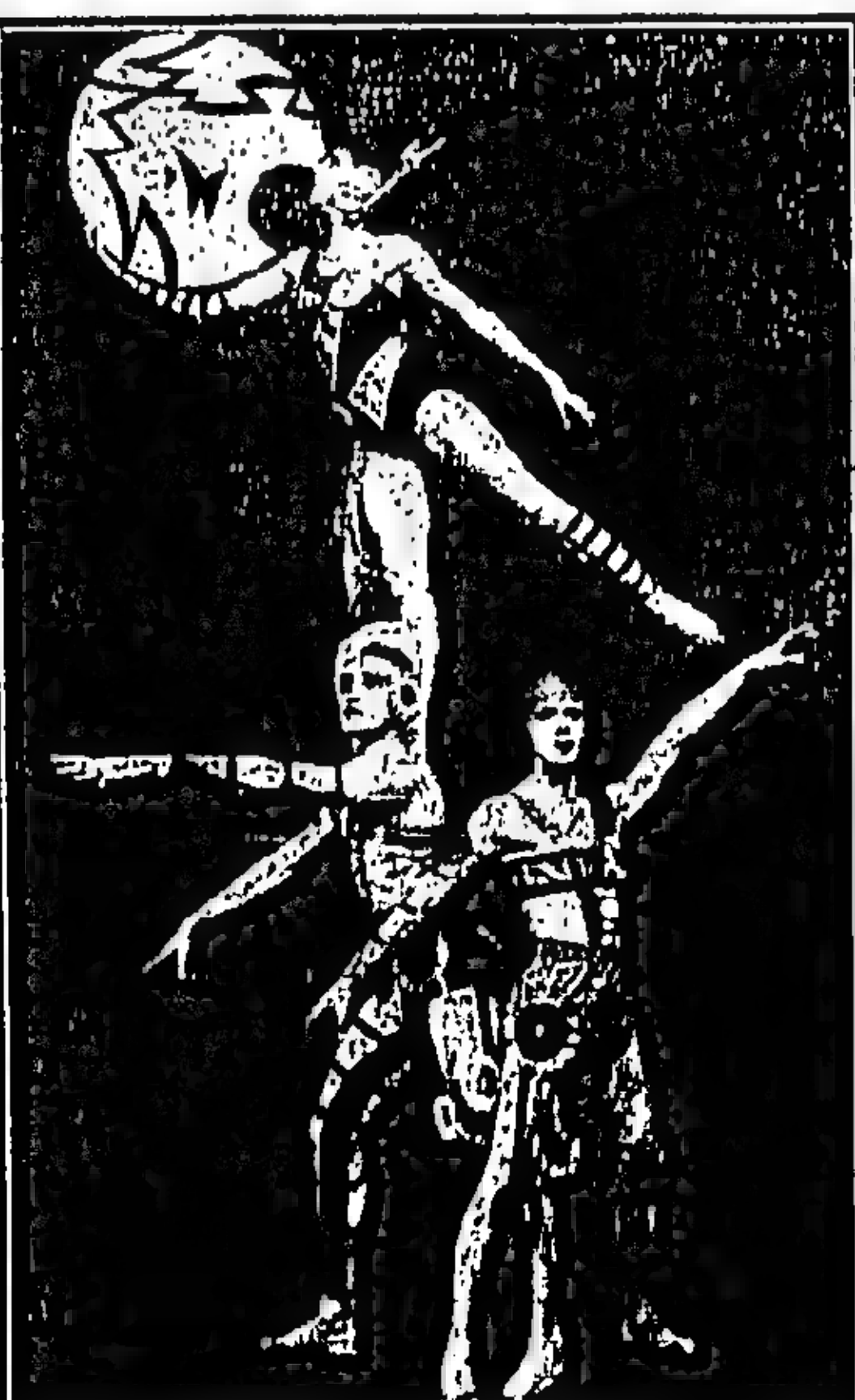
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Paramount's Sound Pictures

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BUSES
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THE THEATRE

"THE LOVE PARADE." BROKE ALL LOCAL RECORDS.

"The Love Parade" is breaking all local records and in order to cope with the demand for seats the management is showing this film up to and including Tuesday, 19th instant.

The life history of Maurice Chevalier starts with a small but vigorous lad of about six sitting beside his mother at the Palais du Travail in Paris, tasting the one luxury of the week—a Sunday evening at the theatre. He watches intently the artists who come there each Sunday.

When he goes to school the next day, young Chevalier can think of nothing but the wonderful acts at the show. He forgets arithmetic and other lessons and later in the day balances himself on a school bench and hums a popular tune with appropriate gestures. He is caught and expelled from class.

Then follow apprenticeships in many trades—carpentry, electrical work. But the tyro slips away from his work and practices singing and pantomime.

After the day's routine he and his brother Paul go to a nearby gymnasium where they practice on the flying rings and trapeze. He falls and breaks his ankle. Later there is another fall and he returns home, badly bruised. His mother becomes alarmed and tells him that he shall never again practice acrobatics.

An Actor at Twelve.

Shortly afterward he makes his debut at the Trois Lions, a local concert hall. The audience "kidded" him, but he was not to be discouraged. He managed to get an engagement at the Casino des Tournelles at a wage of \$2.40 per week, for four performances. He was wildly happy. His brother opposed the idea and Maurice broke into tears. But his mother comforted him. "There, there, you shall be an actor"—and his stage career was launched. He was twelve years old.

His success took him to the Folies Bergere, Paris, where he was given a dance opposite Mistinguette. The success of this number was instant and tremendous.

Captured by Germans. There came a day when the men in the barracks forgot their songs—a day when the hounds of Mars descended upon Europe with all the fury of modern war.

One day a few months later a shrapnel burst in the trench behind Chevalier's company. The idol of the boulevards found himself lying in the mud with blood trickling from his mouth. He was picked up by a German ambulance crew and taken to a prison hospital and remained in the camp for 26 months. By posing as a Red Cross worker he managed to get back to Paris in the company of another prisoner, Joe Bridge, who was also a music hall favourite.

He joined Mistinguette again at the Folies Bergere and later they were booked at the Femina. Following this he played in an operetta-revue which proved his talent in that medium. When the show closed he was given a fine offer to appear in the Palace music-hall in London. He accepted. He had already learned English from a fellow-prisoner in Germany. He made his London debut with Elsie Janis.

Repeats Early Successes.

Later he was booked again with Mistinguette at the Casino de Paris where they were a more astounding success than they had ever been before. He met Mlle. Valce, a member of the same company, and they fell in love. She is now Chevalier's wife.

Joins Paramount. Chevalier joined the Paramount ranks at Hollywood and made his first picture, "Innocents of Paris" which broke house records in theatres all over the country.

However, "Innocents of Paris" was only a meagre forerunner of the real Chevalier. In "The Love Parade" his second picture, he is seen in the proper setting for his glamorous artistry.

When "The Love Parade" opened for its big triumphant run in New York some time ago, critics there were as one in granting this to be a perfect production for the limit.

(Continued at foot of next Column.)

TO-DAY—MONDAY—TUESDAY
POSITIVELY LAST THREE DAYS.
WILL NOT BE SHOWN ELSEWHERE.

Daily at 2.15, 5.10, 7.15 & 9.20 p.m.



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CHEVALIER
"The Love Parade"

AN ERNST
LUBITSCH
PRODUCTION

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LAST SCREENING
IN
HONG KONG.

JEANETTE MACDONALD
LUPINO LANE LILLIAN ROTH
A Paramount Picture

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Forms Climax Of New
Picture.

A trick that was invented by an amateur magician more than 200 years ago provides the spectacular climax for the all-talking Paramount production "Illusion," which will be the main feature on the bill at the Central Theatre the latter half of the week.

In this picture, which is an adaptation of Arthur Train's famous Ladies' Home Journal novel, Nancy Carroll plays the part of a partner in a magician act with Charles (Buddy) Rogers. She allows herself to be exposed to the fire of four rifles.

When the smoke clears away Miss Carroll is not only unhurt but is holding in her hands the bullets which had apparently been fired from the rifles. The trick is accomplished by Miss Carroll's deft substitution of graphite-loaded shells for the original lead bullets. The graphite dissolves with the explosion of the shells and she discloses the bullets which she had previously palmed.

This trick in its present form was introduced to the stage by Billy Robinson, a former aide to Hermann the Great, magician extraordinary. Robinson, according to Arthur Train, died a martyr to his vocation. His body was riddled with bullets on the stage of the Alhambra Theatre, in London, when an assistant, a woman who was known to be jealous of him, either through negligence or enmity failed to substitute graphite shells for the lead cartridges.

Phillip Atlay, an amateur magician, originated the trick early in the eighteenth century when he was called upon to act as second in a duel between two men of his acquaintance. By substituting the bullets he was able to prevent bloodshed. The duellists parted friends, having thought that each had missed his mark, and agreeing that their "honour" had been satisfied.

able entertainment-craft of the great Maurice. It is just one grand musical romance with one grand, glorious star acting, singing and wise-cracking his way into the hearts of all film-goers.

COMMENCING
WEDNESDAY
AUGUST 20

"Illusion"

HEAR THREE SONG HITS:
"ILLUSION"
"REVOLUTIONARY
RHYTHM"
"LEVEE LOVE."

CHARLES (BUDDY) NANCY
ROGERS CARROLL
A Paramount Picture



COMING SOON!

"BEAU GESTE" & "CHANG" COMBINED



THE theme of it, Four times Harry Powelham receives a white feather, symbol of cowardice. Unbelievable! That he should throw off this terrible accusation. But he does. In a most staggering series of wild adventures in the heart of Africa's lawless Sudan he conquers the stigma of disgrace. Fights with an indomitable courage to win back honour, respect and love. What a spectacular! What a stupendous thriller! You'll be spell-bound to your heart's core when you see and HEAR!

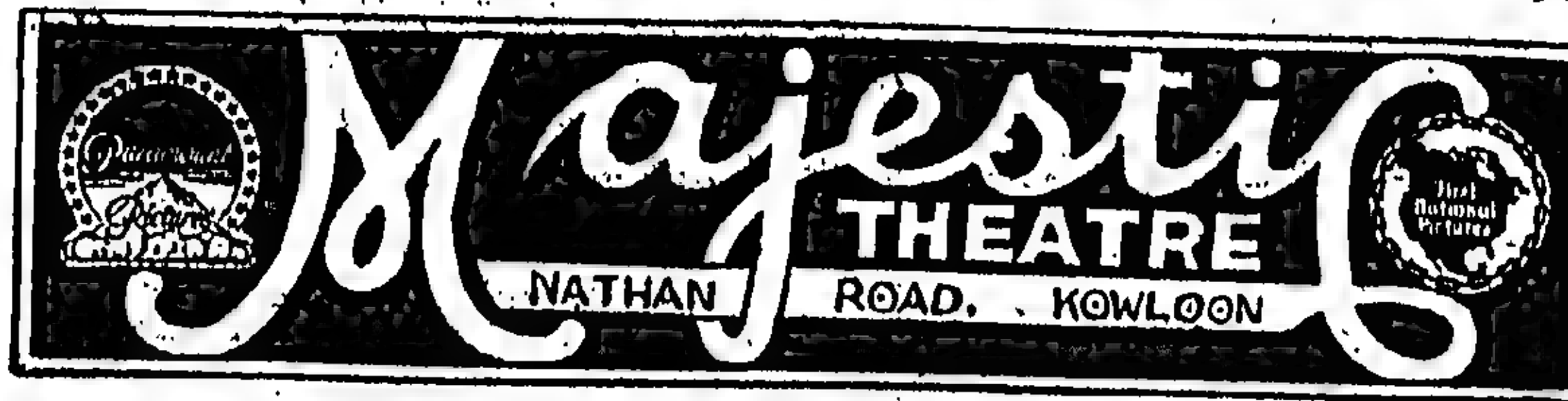
"THE FOUR FEATHERS"

A COOPER-SCHOEDSACK Production
WILLIAM POWELL, RICHARD ARLEN,
FAY WRAY, CLIVE BROOK and
NOAH BEERY

SOUND SENSATION
PACKED WITH
ADVENTURE THRILLS

a
Paramount
Picture

Coming!
FLORENCE VIDOR
in
MAGNIFICENT FLIRT



DAILY AT 2.30, 5.30, 7.20 & 9.20 P.M.

Coming!
ANNE NICHOLS
in
JUST MARRIED

TO-DAY TO TUESDAY

Paramount's Glorious Young Lovers

FAY WRAY
GARY COOPER

IN
"The First Kiss"

Tender and tense romance. The warmth of love. The fire of youth. A boy turned hand— all for the love of a girl. A thrill for your life!

The town's richest girl in love with a lowly oyster fisherman. There's the situation. And here's the picture! SOMETHING FOR YOU TO REMEMBER.

Brings back tender memories of your first kiss.

PRESENTED BY
ADOLPH ZUKOR
JESSE L. LASKY
a
Paramount
Picture



"THE FIRST KISS."

Oystermen Before Movie Cameras.

From the role of oysterman to that of motion picture player is a long leap but that is what happened recently to 18 summer of St. Michaels, Maryland.

Overnight the little town located on the Miles River, off Chesapeake Bay, was transformed into a motion picture studio with the arrival of an entire company from Hollywood, there to produce, "The First Kiss."

The screen play stars, Fay Wray and Gary Cooper, are showing at the Majestic Theatre to-day.

Essential was the oyster fleet and hardly had the company arrived when casting directors sought out were battling with grease paint the oystermen, many of whom had never seen a motion picture camera before.

Three days later, 18 of them were battling grease with paint under the direction of the make-up men and all will be seen on the screen in "The First Kiss."

The men joined a supporting cast which includes Lane Chandler, Leslie Fenton, Paul Fix, Malcolm Williams, and George Nash.

Rowland V. Lee directed the production.

PASTORAL BEAUTY.

Serves as Background for Film.

The pastoral beauty of the Chesapeake Bay country in Maryland is now brought to the motion picture screen.

With a desire to catch every bit of local colour and picturesque offered by this community, Paramount had sent across the country from Hollywood an entire production unit for the purpose of filming "The First Kiss," the first starring vehicle for Fay Wray and Gary Cooper.

"The First Kiss," a story of romance and the love of brothers, was adapted for the screen by John Farrow from the original story "Four Brothers," by Tristram Tupper and had Talbot County, Maryland, for a locale.

Supporting Fay Wray and Gary Cooper in the screen story are Lane Chandler, Leslie Fenton, Paul Fix, Malcolm Williams, George Nash, and Monroe Owsley.

GARY COOPER.

Starred with Fay Wray in "The First Kiss."

Gary Cooper, who is starred with Fay Wray in "The First Kiss," a Paramount's Glorious Young Lovers on the screen, has appeared in but 10 pictures, but is hailed as one of the most popular screen actors. In spite of his limited experience, Cooper has rounded out into one of the really leading screen figures of to-day.

The tall, lean, handsome youth is a true son of the West. He was born in Helena, Montana, and obtained his education there. In the summer he rode the range of his father's ranch, and is adept at cowpunching. While in college he took up the study of commercial advertising, and when graduated he struck out for California to win his laurels in the advertising art.

Landing in Los Angeles, he obtained a position as salesman for an advertising agency, and followed that work for several months. While there, he got the movie "bug," and more in a spirit of youthful daring than anything else, he applied for an extra job in a western film. His ability to ride won him recognition, and Paramount signed him for a Zane Grey picture. His rise to cinematic glory has been rapid since then, until to-day he finds himself ranking with the older and more experienced film stars.

In "The First Kiss" also is Lane Chandler, whose experience is not unlike Cooper's. He also hails from the same town, Helena, and has been in pictures about the same length of time as his fellow-townsmen, Cooper. Chandler was "discovered" by a director while he was acting as a guide in Yellowstone Park.

WARNER OLAND.

Warner Oland demonstrates that men as well as women may use permanent waves to good effect in Warner Bros' production of "What Happened to Father," directed by John G. Adolfi. His usual sleek, oily, and villainous locks would not do for his humorous characterization of dear old father, so he had a permanent wave put in his hair which makes him look much milder and more inoffensive.

FILM FAVOURITE.

Harrison Ford's Role in New Comedy.

Harrison Ford, for years a film light and film favourite, has a prominent role in "Just Married," a film farce comedy adapted to the screen from the famous stage play written by Anne Nichols, famed author of "Able's Irish Rose."

Mr. Ford has been in pictures for over 10 years, having essayed every kind of role possible for an actor to do. For the most part, however, he has specialised in light comedy roles, and has many successes to his credit. It was for this reason that he was obtained from the "free lance" list to fill the important role of Jack Stanley in the initial starring picture of Ruth Taylor and James Hall. Also in one of the chief supporting roles is Lila Lee, who made her first starring picture opposite Mr. Ford for Paramount.

Ruth Taylor and James Hall have been starred in "Just Married," as a reward for their work in recent months. Miss Taylor will be remembered for her portrayal of "Lorelei" of "Gentlemen Prefer Blondes." Previous to that she was starred in comedies of the two reel classification. Her rise has been rapid.

James Hall comes to the screen from musical comedy, having appeared in several New York stage productions. He has made but 10 pictures in his entire career, but his "fan" mail, a sure sign of popularity, has reached star proportions. He was developed by Paramount as was Miss Taylor.

FLORELLE FAIRBANKS.

Florelle Fairbanks, featured in "What Happened to Father," the Warner Bros' production, was born in Salda, Colorado, and educated in Ramona, Colorado, South Pasadena, California. John Fairbanks, the motion picture director, is her father and Douglas Fairbanks, is an uncle. She has never been on the speaking stage, but has always been a picture fan. Her first screen work was a bit in "Stella Dallas." She has since appeared with Ronald Colman, Florence Vidor, Gloria Swanson and others. Miss Fairbanks is an expert swimmer and rider and an inveterate reader. She is also a lover of music.

TRAFFIC COP.

Movie Company Gives Officer "Big Chance."

For 20 years Joe Squerry has been a police officer—the police official of the small but historic town of St. Michaels, Maryland.

Joe has had his share of work in tracking down criminals during his career but his secret ambition has been to be a traffic officer. St. Michaels, although it boasts of electric signals and the like, has never taken care of Joe's wish, simply because there was never enough traffic to keep him busy.

He got his wish recently, however, and got it through the magic of the motion picture camera. Overnight an entire company from the Paramount studio in Hollywood descended upon the town in order to film "The First Kiss," the first starring vehicle for Fay Wray and Gary Cooper. Like wildfire the word spread throughout the country and throngs headed for the little city on Chesapeake Bay.

Joe is happy now. He pulled out the old uniform and had it pressed. And now he stands quite content, directing traffic that has kept up even after the film company left.

ANY OYSTERS TO-DAY?

Fifty bushels of oysters were used as "atmosphere" in "The First Kiss," in which Fay Wray and Gary Cooper were starred. Oystermen at St. Michaels, Maryland, where the scenes for the picture were taken, were delighted with that when Director Rowland V. Lee requested technicians to furnish them. Aside from playing extra parts in the film they also profited from the sale of the oysters, which were heaped in piles for various scenes.

WILLIAM DEMAREST.

William Demarest, appearing in "What Happened to Father," the Warner Bros' production coming to the Majestic Theatre soon, was born in St. Paul, Minnesota. The family soon moved to New York where William received his education. After seventeen years as a featured comedian in vaudeville and musical comedy, he went to Los Angeles, home of the movies, in "Monkey Business." During the run of the

Coming!



Emil Jannings — the mighty — the incomparable. The world's foremost dramatic star. "The Last Command" — his supreme cinema achievement. With a distinguished cast headed by William Powell and Evelyn Brent.

COMMENCING FRIDAY, 22nd.

Just Absent-Minded



A Hilarious Comedy of Legs and Laughter

What Happened to Father?
With WARNER OLAND - FLORELLE FAIRBANKS
WILLIAM DEMAREST - VERA LEWIS - JOHN MILJAN

He had written a note explaining his trip. But, when he left, he absent-mindedly kept the note in his pocket. Father had never wandered from the old fireside before, and the family was in a panic. One perfectly good father, lost, strayed or stolen! Meanwhile . . .

"WHAT HAPPENED TO FATHER?"

FEMININE WRITERS.

Win Acclaim with Their Success.

Perhaps no grater indication of the place women have taken in world affairs during the last decade is in evidence than the success that has come to feminine writers and playwrights.

Many of the greatest names in the literary world of the present day are those of women. In the writing of novels and short stories they have created a niche for themselves that is an enviable one. In motion pictures, fully half of the leading scenarists are women, while dozens of other fields of cinematic endeavour have been penetrated by the fair sex.

Undoubtedly the most outstanding feminine successes in literary work, however, has been that of Anne Nichols, author of "Able's Irish Rose" and several other plays. "Able" is one of the greatest stage successes in modern times, having run for more than five years in New York City. Further demonstration of Miss Nichols' ability comes with the showing here of "Just Married," Paramount's picturization of her famous stage farce.

"Just Married" is one of the most amusing farces that ever played on Broadway and the film version sets a new mark in screen entertainment. It is the first starring vehicle of Ruth Taylor and James Hall, with Lila Lee, William Austin, Ivy Harris and Harrison Ford featured in supporting roles. It was directed by Frank Strayer.

WARNER OLAND'S CAREER.

Warner Oland featured in "What Happened to Father," was born in Sweden and educated in Boston. He won distinction of the stage with Southern and Marlowe in "Winters Tale" and with Viola Allen in "Twelfth Night." "The Eternal City" and the "Christian." Turning to the screen, he became a scenario writer and producer. As a screen actor, he is especially remembered for his work in "The Bride of Palomar" and "East is West." "Don Juan" and "A Million Bids." He is further distinguished as a translator of Strindberg's plays, and as the originator of the "Little Theatre Movement."

"FATHER."

Most Uproarious Film of the Year.

"What Happened to Father," the Warner Bros' farce comedy, is uproariously funny, but funny in a "different" way from the usual farce-comedy. In the first place, Charles Condon has built his scenario around Mary Roberts Rinehart's story, and M. R. R. is, as the wide world knows, most adept at writing of love, adventure, mystery or mirth, and in the delineation of character. There is a good story to begin with, funny people, funny situations, and "Father," who is a whole show in himself.

John G. Adolfi, the director, has missed no opportunity to make the most of people, places, and situation, and the photoplay is superb. But after all it is Warner Oland who makes the picture unforgettable. Oland brings an oddly Pickwickian blandness to his portrayal of W. Bradberry, the retiring literary man whose hidden hobby leads him to such dire and ludicrous extremes—his hysterical fling into Broadway, his timid buffoonery in the delectable but disturbing company of the ladies of the chorus, his slight, and final rebellion are all done with a unique artistry which is peculiar to Warner Oland.

Others in the large cast are featured players Florelle Fairbanks and William Demarest. Vera Lewis as Father's Masterful wife, John Miljan, Cathleen Calhoun, Hugh Allan and Jenn Lafferty also do fine work.

"What Happened to Father" is the sort of play to please the whole family from father down—or up.

HUNTING PEARLS?

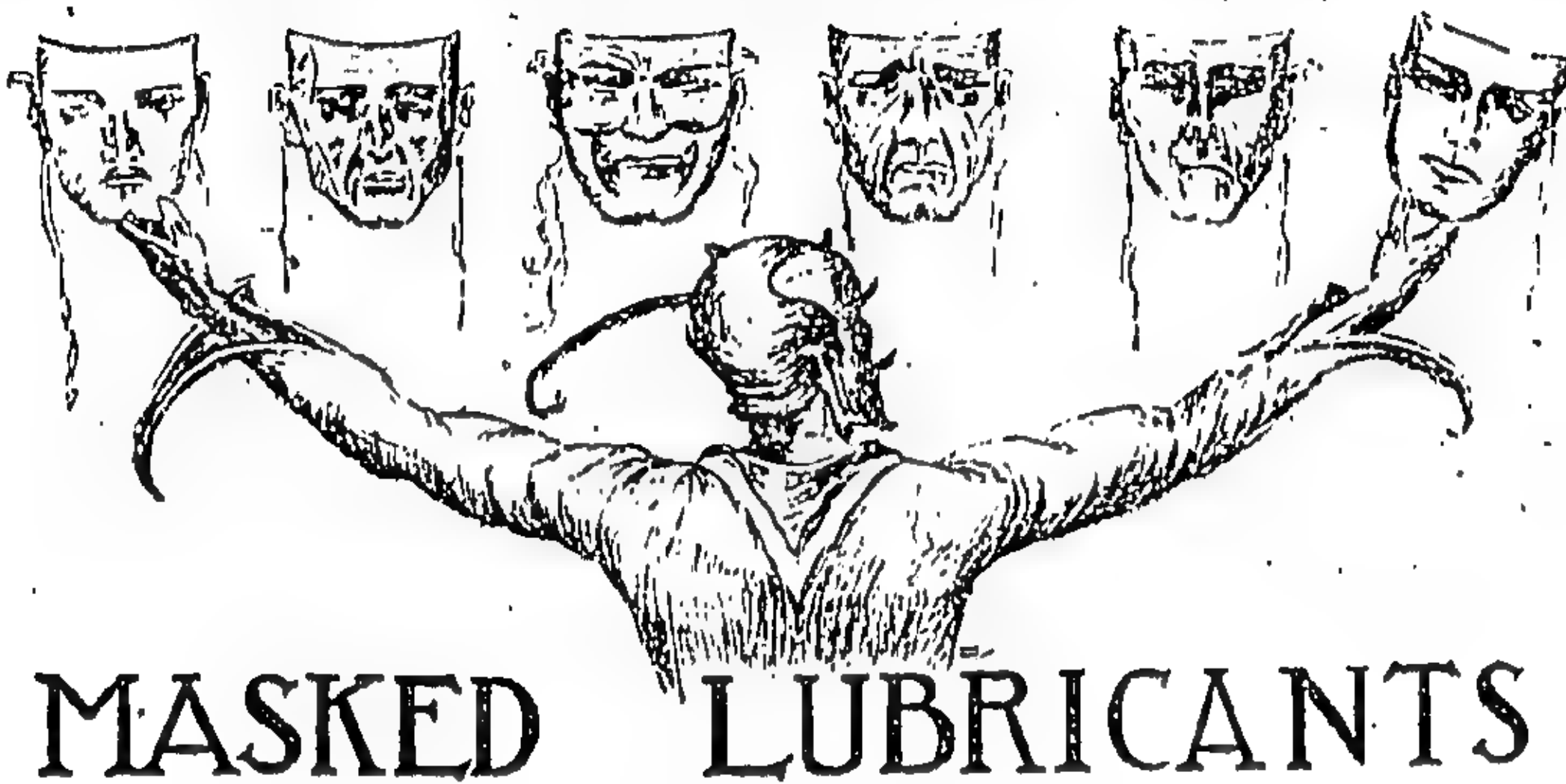
Gary Cooper, lean and handsome half of the Wray-Cooper starring team: "Paramount's Glorious Young Lovers" caused Director Rowland V. Lee consternation recently when the film company were on location at St. Michaels, Maryland, where "The First Kiss" was filmed. It was Gary's time for a scene, and he was long overdue. The entire company of 50 headed by Director Lee searched for him and the young star was finally found by a "prop" boy, deeply engrossed in studying the act of opening oysters under the tubage of an old oysterman on board a fishing smack.



The CALL of the OPEN ROAD

Hongkong Sunday Herald
MOTORING SECTION
HONG KONG, AUGUST 17, 1930.

"...light-hearted I take to the open road, 'Healthy, free, the world before me.'"



MASKED LUBRICANTS

"JUST as good as Mobiloil at half the price" is one of many masks inferior lubricating oil hides behind.

A trial of Gargoyle Mobiloil has, time and time again, unmasked poor quality oil.

Many are the dollars spent on unnecessary repairs—all due to the use of good looking, inferior lubricating oil.

And to hear a man say: "I do not know the name of the brand of oil I use" makes the average wage earner do some tall wondering. Probably using a masked oil and paying through his nose for it.

Let Mobiloil prove to you what there is to efficient lubrication. Let it unmask the lubricant you now use. Let it prove to you that it is the most economical lubricant available—bar none.

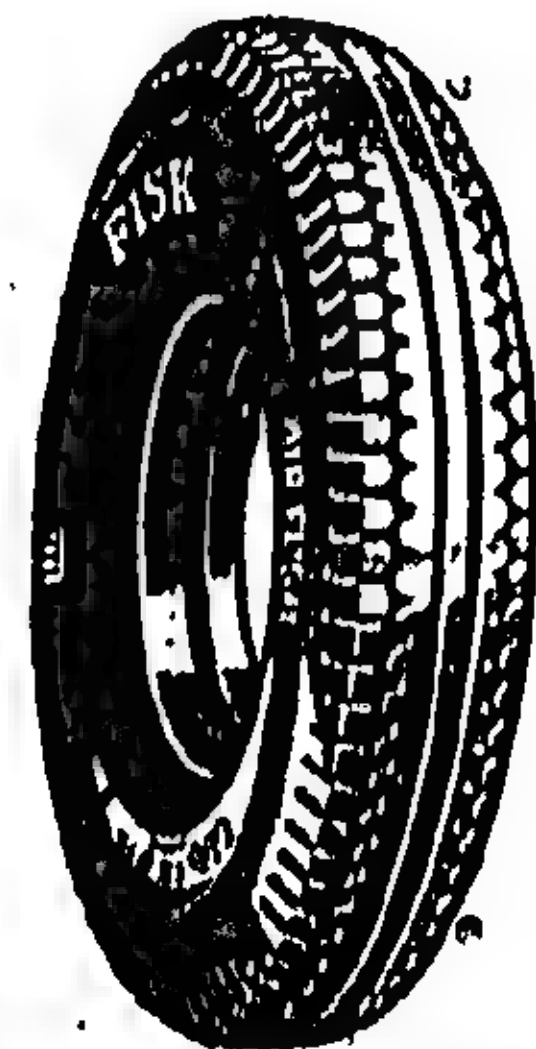
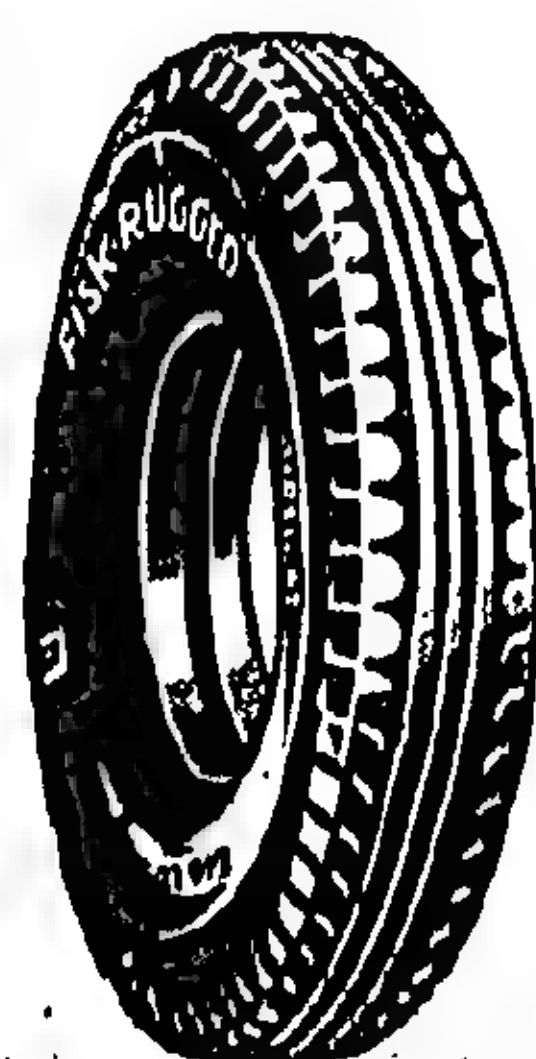
All you have to do is to drain off the old oil while the engine is hot and refill to proper level with the correct grade of Gargoyle Mobiloil.

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Obtainable at all Garages upon request.

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MOTOR MINDED.

Venezuelan Leaders and Good Roads Movement.

Using motion films showing exactly how to start and operate a motor car, field representatives of the National Automobile Chamber of Commerce are turning potential buyers into actual buyers in many foreign countries. The film describing how to operate a motor car was designed to overcome the bashfulness of people who are timid about their complete ignorance of the operation of a car and who consequently hesitate about even asking for a demonstration by a dealer.

Mr. Henry S. Sterling, National Automobile Chamber of Commerce representative in South America, reports this film enthusiastically received everywhere. Audiences included many women and girls who are eager to drive and who are doing so in ever growing numbers to the conservation of the conservative element. Those in the automobile trade in the countries visited by Mr. Sterling feel that these motion pictures will stimulate business and provided needed information on the care and operation of motor vehicles.

Mr. Sterling also has with him several films dealing with the construction of low-cost roads and the value of automobiles as a contribution to the economic welfare of a country. During his present tour, Mr. Sterling will visit 150 cities in South America having already covered Venezuela and Colombia.

In Venezuela Mr. Sterling reports eleven successful meetings with a total of over 7,000 people. In Caracas over 1,700 people crowded into the largest theatre in the city to see the film. All the newspapers gave the meeting splendid write-ups, noting in particular an automobile costs 27 per cent. more in Venezuela than in the United States largely due to import duties.

At Maracay the meeting was attended by President Perez and General Gomez in addition to 300 government and highway officials and engineers. General Gomez showed much interest in the labour saving road machinery shown in the films and said he hoped to have Venezuela represented at the Sixth International Road Congress at Washington.

In Colombia the automotive films were shown at five meetings with a total attendance of over 6,700 people. Mr. Sterling writes that the motor trade in this country feel that the film shows have gone a long way towards counter-acting the slow-up in sales due to a prevailing economic depression. The meetings have led to the formation of a strong motor association to work for equitable motor taxation and good roads.

Mr. Sterling reached Ecuador on July 25, continuing through Peru, Bolivia, Chile, and other South American countries.

NEW CORPORATION

To Make Studebaker and Pierce-Arrow Trucks.

S. P. A. Truck Corporation has been organised to manufacture and market Studebaker and Pierce-Arrow trucks, buses, funeral cars, ambulances and other commercial vehicles.

Mr. A. R. Erskine, President of the Studebaker Corporation, is President of S. P. A. Truck Corporation; J. M. Cleary, Vice-President and General Manager; A. G. Rumpf, treasurer; J. F. Cotter, secretary; H. E. Dalton, comptroller; C. H. Wendries, vice-president in charge of sales, with Hal T. Boulden and Paul H. Casner as sales managers.

A complete line of trucks and other commercial cars is being designed by Studebaker and Pierce-Arrow truck engineers under the direction of Fred L. Sage, chief engineer of S. P. A. Truck Corporation. Mr. Sage has had a notable record in this field, having developed one of the world's best known lines of trucks.

Both Studebaker and Pierce-Arrow have been factors in the commercial vehicle field even though such activities have been subordinated to passenger cars. Leadership may now be expected with all the energies of this new corporation concentrated on building better commercial cars, backed by the resources of both Studebaker and Pierce-Arrow, and marketing a complete line of trucks engineered specially for the needs of 1930 and 1931.

A NEW MARINE MOTOR.

To users of motor engines the vexed question of petrol prices is always dominant. It has its value, however, in spurring manufacturers to greater efforts toward obtaining increased efficiency with the cheaper grades of fuel. Particularly is this so in the motor boating world, where speed and economic efficiency are features of first-class importance.

In Great Britain, where petrol prices are rising, high attention has naturally been riveted on this matter, and it is satisfactory to note that much progress is being made.

The most recent advance is the introduction of a new 12/20 h.p. engine by the Alfa Craig Motor Co., Ltd., of Chiswick, London. This unit, while conforming to the compact yet sturdy design for which the company's products are justly well known, has several features which are a distinct advance. There is a special turbulent combustion chamber ensuring rapid combustion of the gas; the screened spark plugs cannot oil up and, finally, though of primary importance, there is the special hot spot manifold, which enables the use of low grade and consequently cheap petrol.

DETAILS COUNT.

One of the Reasons for Rover Efficiency.

Motorists have often wondered how it is that Rover cars can show a "clean pair of wheels" to many other cars of similar capacity. There are many reasons for this, of course, but one of them lies in the attention which is paid to details in the construction of the engine.

An example may be found in the induction manifold fitted to all six-cylinders. This is made of cast aluminium, and, as most motorists are aware, cast aluminium is somewhat rough unless it is machined. Now the difficulty is that whereas it is easy enough to machine the outside of an induction manifold, which matters only from the view-point of appearance, it is impossible to machine the inside, roughness of which reduces power to a marked degree.

For maximum power to be developed it is essential that the interior of the manifold should have a polished surface, so that skin friction of the gases may be eliminated. Certain manufacturers have tried stove enamelling the interiors, but this is an expensive operation and is not altogether satisfactory.

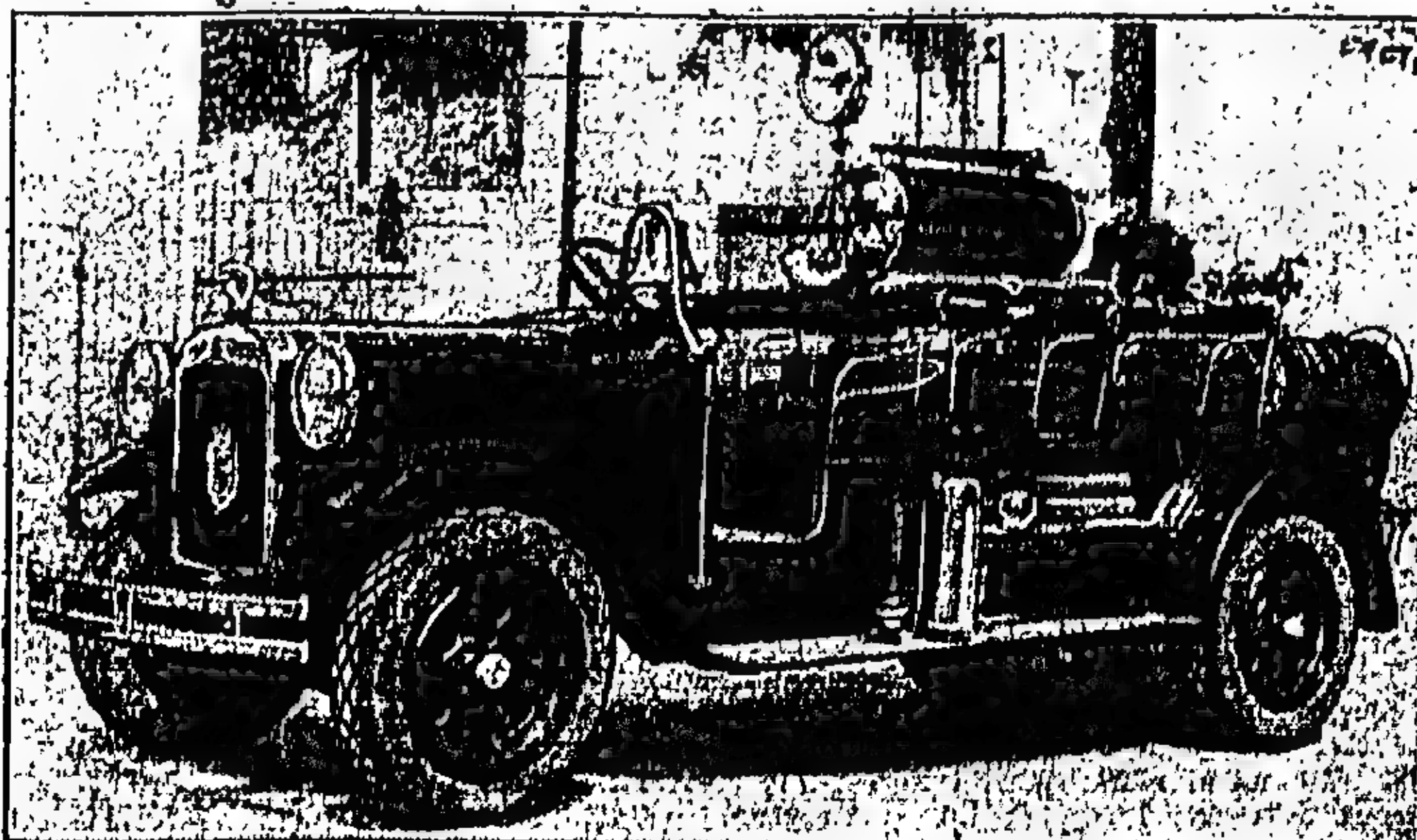
The Rover company, however, has arrived at an ingenious solution to the difficulty. Each manifold is bolted up to another of its kind, and hundreds of steel balls are inserted. The carburettor inlet holes are then plugged and the manifolds are attached to a large 24-inch wheel. This is rotated at speed and the manifolds whirl round and round for eight hours. The steel balls continually clatter to and fro and remove all roughness from the castings, leaving a highly polished skin.

The effect of this simple—but very clever—operation can be judged by the fact that the burnishing operation has been found to increase the speed of the cars to an average of over 3 miles per hour!

A 17 YEAR OLD ALBION.

When Mr. Ross, of La Sociedad Exploradora de Tierra del Fuego visited the works of the Albion Motor Car Co., Ltd., recently, he expressed with great satisfaction the service rendered by a 3-ton Albion which was shipped to his firm in 1913. Mr. Ross's Company own large tracks of land in Chile and graze over 1½ million sheep at their four stations. The service given by this old machine resulted last year in the purchase of a 5-ton Overtype model which is to be used for carrying produce down to the Coast to Last Hope Inlet, a long arm of the sea near the west end of the Straits of Magellan.

Dodge Truck Is Fire-Fighter.



Complete fire fighting equipment, including chemical tanks, hose, ladders, axes and first aid kits is found on this Dodge Brothers truck in service in Vila Real, Portugal. The truck is a 1½-ton capacity, and is regarded as one of the most completely equipped units in service anywhere.

10,000 MILE TESTS.

Tried by Rolls-Royce Designers.

It is one thing to get an idea for an improvement to a car and to design the new component or what-over it may be so that it should be satisfactory; but it is quite another thing to make sure that it is satisfactory.

The Rolls-Royce Company has a very definite method of proving any new fitment. As is generally known, of course, this famous concern does not make a habit of introducing annual new models. The cars are improved as and when possible, and it follows that there is an almost continuous stream of new devices to be tested.

The test employed in this case is certainly unique. Rolls-Royce designers are not satisfied with brake tests, road tests, or Brooklands tests. They require something more strenuous, and for this purpose they conduct high-speed tests on the Continent.

"Somewhere in France" there is a Rolls-Royce headquarters, and to this spot gangs of expert testers repair so soon as they are required to try out any new development. Anything new, whether it be large or small, is subjected to a severe trial of at least 10,000 miles on Continental roads. These roads are ideal for the purpose; they allow terrific speeds to be maintained and at the same time they offer the roughest of test conditions.

Each car has its team of four testers, two on duty and two in reserve; and during the test it travels no less than 500 miles a day. Wherever possible the speed is kept at between 60 and 85 miles per hour—and the rougher the road the better! From time to time the component under test is examined and if, at the conclusion of 10,000 miles hard running, it is found to be in every way satisfactory, it is incorporated on the production model.

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HOLIDAY
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SUMMER
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Norton
RACE TRACER MARK

It will bring you to the choicest spots in the shortest possible time, with comfortable and safe riding.

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MOTOR NEWS

From Road & Showroom

A Studebaker Six Sedan recently established a new record by climbing the twisting 7-mile course up Mount Baldy, California, in ten minutes 44 seconds to win the Panama Progress-Bulletin trophy.

"I purchased my first automobile in 1910. Since then I have had 17 cars, and of this number 10 have been Studebakers," says J. W. Willis, manager of the Sun Life Assurance Company of Canada.

More than 18,500,000 feet of lumber are used by Studebaker annually in the manufacture of motor cars. This lumber comprises tough texture ash, hard maple, Northern soft elm, yellow pine, and white pine.

Rubber engine mountings at the suspension points in Studebaker cars prevent the transfer of engine vibration to the frame and body contribute materially to smoothness.

A comparison of new car registration figures in the U.S.A. for 1929 with 1928 shows an increase of 47 per cent. for eight cylinder cars above \$1,000 against a decrease of 19 per cent. for sixes in the same price range, according to a reliable compilation by Studebaker.

The aggregate mileage registered by members of Studebaker's unique 100,000-mile club, composed of nearly 1,000 Studebaker cars which have refused to wear out, approximates 150 million miles, according to records at the Studebaker factory.

Economy.

A motor car owner installed a new-fangled carburettor that was guaranteed to save 20 per cent. in petrol. Then he put in several sparking plugs that were guaranteed to save 20 per cent. of the same precious fluid, and an intake superheater that was also guaranteed to save 20 per cent. He then put in a patented rear axle that was guaranteed to save 20 per cent., and fitted new tyres that were promised a further 20 per cent. saving. Finally he drained his crank case and refilled it with a new oil, guaranteed to increase his mileage 20 per cent. Now, with a fuel economy of 120 per cent., he has to stop every 20 miles and bail out the petrol tank to keep it from running over.

Thermo-Gauges.

As a fever thermometer serves the physician, so does the thermo-gauge serve the motorist. Normal temperature of the improved Chevrolet six-cylinder engine after it has been warmed up, ranges between 115 and 170 degrees Fahrenheit. The A.C. thermo gauge, which is mounted on the instrument board of the improved models, informs the driver at all times if the operating temperature of his motor is normal. The thermo gauge will immediately register the effects of any conditions which might cause an overheated motor, thereby warning the motorist before damage is done.

Hydrometer tests of the battery in your car should be supplemented by an occasional visit to your electrical station for a plate voltage test. The former test is only approximate, while the latter test denotes the true condition.

Pre-Ignition.

It is fairly well known to most motor cyclists that pre-ignition has symptoms rather similar to those brought on by a tight piston, or slight shortage of lubricating oil. The engine apparently becomes weary, heats up, slows down and finally stops. Very often the rider has no idea why this should happen, and after waiting for a few minutes for the engine to cool slightly, is able to start up again and continue on his way. If he goes slowly, all is well, but if the throttle is opened too far the same symptoms will occur again and probably even more severely than before. The usual cause of pre-ignition is that an incorrect type of sparking plug has been fitted, or that the plug has become worn out. In the case of a two-stroke engine, for example, the heat imparted to the central electrode of the plug is much greater than in a four-stroke, so that it is essential to employ a plug that will carry away the heat, otherwise the incandescent points will fire the mixture prematurely.

Ford's Production.

World production of Ford cars and trucks for the first quarter of 1930 totalled 400,070, of which 346,359 were domestic.

During March the total was 174,585 of which 148,522 were domestic. The daily average on a basis of a five-day week reached 8,313, and during the month of April just closed was even higher.

Manila and Tyres.

Manila is the centre of tyre distribution for the islands where more than nine makes of automobile tyres are represented by factory and local agents. Three American tyre producers maintain branch offices in Manila while two additional producers maintain factory representatives.

The growing importance of Manila as a greater tyre centre is perhaps reflected in the fact that reports are current that another United States tyre manufacturer is planning to establish its own branch at Manila fit the immediate future.

Clutch Adjustments.

In working on some plate clutches it is necessary to bear in mind a reversal of reasoning. On one of them, for instance, there are four adjusting nuts equally spaced around the clutch. If the plates grab these nuts should be tightened by turning them to the right. Should there be slippage, however, the nuts should be loosened by turning to the left. The process, in either case, is the reverse of what one would ordinarily expect.

In the adjusting of this type clutch, therefore, slippage is remedied by loosening the adjustment nuts instead of tightening them. It is not an easy rule to remember.

It is also important to adjust each nut equally; otherwise the plates will be out of true.

Sticky Valves.

While sticky valves may seem to present no serious trouble they may be costing the owner unnecessary expense in several unexpected ways. One of those is due to a condition known as "bouncing."

Where a valve cannot work freely in its guide it does not always close properly. "Bouncing," its head is exposed to flame and soon burns. Thus when it comes time to grind the valves the owner will also have to replace a good many of them.

Meanwhile the engine leaks compression to a point where there is constant wastage of power and fuel. If the car is operated under conditions that call for maximum performance this reduction in power will be accompanied by strain on all working parts.

Starter Motors.

In cases where sticking of the starter drive gear becomes chronic it is well to consider the possibility that there is wear on some of the flywheel teeth. If some of these are chewed off the starter gear has a tendency to come against one of them with a wide tooth and jam against it.

This is just the reverse of what one would normally expect, especially if one has ever been troubled with having the worn teeth of the wheel fail to provide engagement with the starter. There is a decided difference, however, between a few teeth that are completely chipped off and those that are simply worn down.

The remedy for gears that are in the latter condition is to point them up with a sharp chisel. In this way the starter pinion gear does not meet a broad tooth, and jamming is less likely.

Sticking Rockers Arms.

Many motorists to-day take a keen interest in matters mechanical, and, in consequence, repeatedly discover that there are numerous small yet unimportant details which can be attended to by themselves without on all occasions seeking professional help. Naturally the more serious repair or adjustment jobs should be left to those who specialise, but more often than not, with the aid of useful and practical hints and tips, the lesser running adjustments can be done quite readily in one's own garage. For example, a source of ignition trouble can be a sticky rocker arm. Oil should not be used. After removing the rocker and cleaning the rocker arm bearing, effective lubrication can best be obtained with the aid of a lead pencil, the lead or graphite serving as a dry lubricant. Another useful hint to help detach an obstinate wheel is to attach a suitable strap to the wheel spoke and insert a jack in the loop between the end of the axle and the strap; then operate the jack in the ordinary way and the stiffest wheel will soon respond.

Spare Plugs.

It is one thing to be forearmed to the extent of carrying along a few extra spark plugs and quite another to know when to use them.

One motorist who took this precaution seemed to be lacking in the secondary consideration when he drove his machine in a heavy rain recently, although it was apparent to him that the plugs had become water soaked and would need a thorough drying before a start could be made.

It had stopped raining by that time, but even this fact didn't suggest the possibility of getting a start on the three new plugs carried in the car. So off he went at the end of the tow rope. He was highly pleased with the service rendered, but just a little chagrined when the service man used the same three spare plugs to get the engine started. Running on a few cylinders, the engine soon heated up the other plugs.

Care of Your Car.

Overheating may be the result of various conditions, one of the most frequent of which is insufficient water in the cooling system, traceable to leaks at loose connections, leaks in the radiator core or pump shaft packing. Another cause is poor circulation due to obstructions in the water such as sediment or scale formations, flakes of softened rubber from deteriorated hose connections, etc. Loose fan belts are also a source of trouble.

In some engines the fan shaft is also the water pump shaft and if the fan belt is loose, both water and air circulation is affected. An investigation to determine the cause of overheating should include the ignition timing, amount and condition of lubricating oil in the engine and the carburettor and brake adjustments.

Water in the Petrol Tank.

Quite a lot of trouble can sometimes be caused with a car if a little water finds its way into the petrol tank, and owners faced with this trouble are often at a loss to know the remedy, because draining the tank is usually no cure, the water remaining behind in the form of "beads" on the bottom of the tank. If, however, a quantity of methylated spirit—any kind—is poured into the empty tank, and the car rocked to swirl it round, the spirit will be found to absorb the water, and the solution of spirit and water can then be drained off, leaving the tank clean.

SIX YEARS' SERVICE.

The only real test of good workmanship and materials in the case of an engine is its ability to stand up to its work over a long period without frequent overhauls.

In this connection the service of a British Marine Motor whose owner is living in North Queensland, constitutes an outstanding achievement. The engine—an Allen Craig Kid 10/14 h.p. unit made by the Allen Craig Motor Co., Ltd., of Chislewick, London—has been in continuous service for the past six years without even having had an involuntary stop or a breakdown during the whole of that long period. It is a cut of the way corners of the globe that this quality of sturdy reliability is of such vital importance because the facilities and opportunities of overland are few and far between.

The capacity for long and continuous hard work is recognised as essentially a British quality, and it is no doubt the reason that the Allen Craig Company are at present experiencing a world-wide demand for their engines.

A.E.C. "REGALS" FOR LONDON.

To their existing fleet—well known on the roads between London and the University towns—Varsity Express Motors, Ltd., have just added a number of A.E.C. "Regal" coaches.

Painted light and dark blue, these saloon coaches are provided with two doors and afford accommodation for 28 passengers in high backed seats upholstered in figured moquette. The interior scheme of decoration is light and dark blue and all fittings are chromium plated. Rug rails, mirrors in the backs of all seats, a clock, curtains, etc., make the new coaches conform to the most modern standards. An outside luggage rack, with flush fitting steps in the dome back is provided.

Varsity Express Motors, Ltd. may be recalled, run about 10 services each way daily between London and Cambridge and about 6 between London and Oxford.

P.C. WHO JUMPED.

Was He Part of the Traffic?

In a traffic constable part of the traffic?

This question was raised by the Penang District Judge in the course of the hearing of a summons against Mr. H. R. Baker, of the Government Monopolies.

Mr. Baker was charged with driving his car, P.91, at a speed and in a manner dangerous to the public on June 27 at the junction of Northam and Larut Roads. Mr. Baker pleaded not guilty. Inspector Martin, of the Traffic Department, conducted the prosecution.

Accelerated. Police Constable 1789, on duty at the Northam-Larut junction, complained that because Mr. Baker overtook another car at the cross-roads, he was forced to jump on to the roadside to save himself. The other car, P.222, was proceeding at a normal speed, while that driven by Mr. Baker accelerated past without other signal or warning.

When Mr. Baker had driven past, stated the constable, the driver of P.222 stopped and inquired if he was hurt.

Gan Teong-on, the driver of P.222 said that while going along Northam Road at a speed of 15-20 miles per hour, he was overtaken by a car, driven by a European, travelling between 30-40 miles per hour.

Wedged In. Mr. Baker, witness stated, passed the Larut-Northam junction behind the traffic constable who was thus wedged in between his own car and Mr. Baker's.

Mr. A. Manasseh, a passenger of P.222, in reply to questions by Mr. Baker, said that he could not remember a car behind tooting to pass. Nor did he recollect passing P.91.

Mr. Baker raised the question as to whether the evidence of the roadside that he stepped into the road to save himself, was to be accepted; or whether Teong-on was correct in saying that

the police constable was wedged in between the two cars.

No Offence.

Mr. Arthur inquired if it was an offence to go behind the traffic constable.

His Honour said that there was no rule specifying any such offence; and if a person was overtaking another car, he was liable to go over the right hand side of the road. It would also be an awkward matter if one had to keep on the proper side of the policeman, since he had no fixed pitch and might station himself anywhere on the road.

Inspector Martin, admitting that there was no rule against driving on the wrong side of the policeman, pointed out that the constable was invariably stationed in the middle of the road and that driving past behind him would render the motorist open to a charge of travelling on the wrong side of the road.

Road Hogging.

Mr. Baker said that while proceeding home along Northam Road, he encountered P.222, a grey two-seater Fiat, which "seemed anxious to keep him behind." This car was travelling at some ten miles per hour, and in spite of tootings from Mr. Baker's car, kept well to the right hand side of the road.

It was some appreciable time before Mr. Baker could get past, but having dropped back to normal speed, he was overtaken again by the same car which shot past him without warning. Having got ahead, this car dropped back to a speed of 12-15 miles per hour and again kept to the middle of the road. The driver took no notice of Mr. Baker's tootings, but finally Mr. Baker, for the second time, managed to get past.

Dictionary.

Mr. J. A. Parker, a passenger in the Baker's car, stated that P.222 seemed anxious to keep their car behind.

His Honour asked if a traffic constable was part of the traffic. After consulting the dictionary, Mr. Arthur held that, in the wide sense of the word, traffic included the traffic policeman on point duty.

A fine of \$10 was imposed.

NEW MODELS.

Eight-Cylinder Dodge Described.

Dodge Bros. have produced an eight-in-line as a companion car to the Dodge six and Senior six. This car has just been announced in Western Australia by the Winterbottom Motor Co.

This new car is an eight-in-line with a vibrationless motor of the "L" head type with a bore of 2 7/8-in. and a stroke of 4 1/4-in., giving a displacement of 220.07 cubic inches. The power plant develops a maximum of 76 horse-power. Four-point engine suspension system is used, with rubber insulation at the rear supports to absorb vibration. The down draft carburettor provides good acceleration and smoothness of performance.

The crankshaft, which is statically and dynamically balanced, is drilled to permit the forcing of oil at 25 to 30 pounds pressure to all bearings. To the size and perfect balance of this shaft, plus the rigid bearing support, and the effectiveness of an impulse neutraliser is attributed the smoothness of engine performance throughout the entire range of operating speeds. Pistons are of the light alloy, ventilated bridge-type, each being fitted with three compression rings and one oil control ring. Motric thread spark plugs with heavy electrodes, similar in design to those necessary in racing car and aeroplane motors, permit the engine more capably to meet the requirements of both idling and high speed driving. The latest type of petrol and oil filters further ensure engine efficiency.

The improved transmission, unusually quiet in operation, is a unit with the engine. Clutch is the single, dry-plate type. The rear axle is semi-floating, with two roller bearings supporting each wheel. Steering is of the semi-irreversible worm and sector type, adjustable for wear. Ball thrust

bearings at the steering knuckle head, together with other refinements in design, make steering responsive to the slightest touch. Dodge Brothers' hydraulic, internal-expanding weatherproof four-wheelbrakes in 12-in. drums provide a total braking area sufficient to ensure positive control of the car at all times. Spring-action is controlled by four hydraulic, double-acting shock absorbers.

On top of the steering column are the light control switch, petrol throttle and horn button. Gear shift is standard, three speeds forward and one reverse. The gear ratio is 4.6 to 1 on all models. Conical type headlamps of the most modern design with cowl lights following the same general design, are said to achieve a new effect in artistic blending with the symmetry of body lines.

Body types of the eight-in-line include a four-door sedan, roadster with rumble (or dickey) seat, and tourer. The bodies are Australian built and the quality, finish and appearance of these cars is a credit to the industry.

The new eight is a splendid example of modern automotive design. The motif is based on the perpendicular lines and recesses that give strength and beauty in modern skyscraper construction. Body mouldings and decoration throughout the car follow this laminated pattern, from the instrument panel, in which are grouped the speedometer, engine temperature indicator, fuel gauge, ammeter and oil gauge, down to such details as the switch plate escutcheons, etc. The upholstery of the closed models is in mohair, broadcloth or leather, and in the open cars leather is used exclusively. Colours are most skillfully blended in the finish of the cars, presenting new results in colour combination.

BUSINESS OPPORTUNITY.

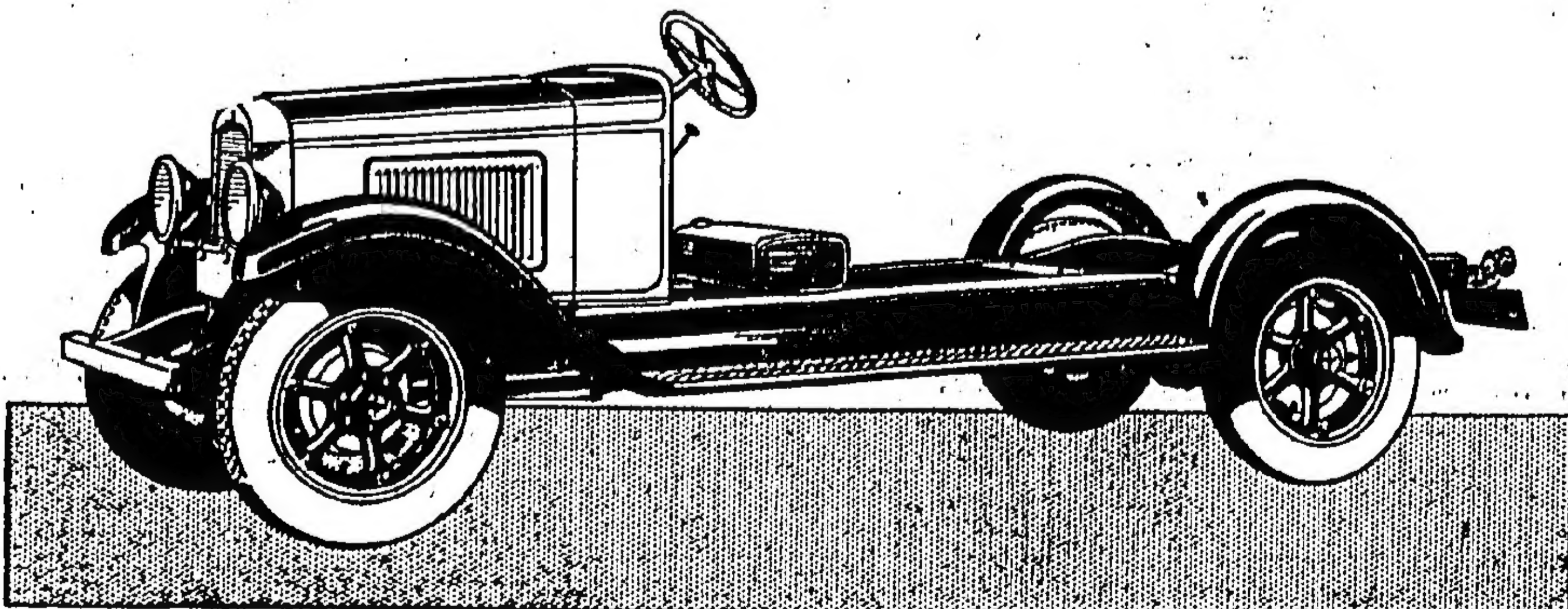
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STUDY THESE SPECIFICATIONS

- 89 1/2" from rear of cowl to centre line of rear axle
- 101 1/2" from front of dash to centre line of rear axle
- 51 3/4" from back of cab to centre line of rear axle
- 86 3/4" from back of cab to end of frame
- 188" overall length
- 131" wheelbase
- 47" maximum width for body between fenders

Consider also the sturdy construction of this chassis, the powerful engine developing 65 H.P. at 3200 R.P.M. (counterbalanced crankshaft), the 4-speed transmission and all the other features that contribute to this truck's unusual possibilities of fast, dependable, economical operation. Only in the Willys Six can so many features assuring profit to the operator be obtained at such a low price. See the nearest Willys-Overland dealer for a demonstration, and let him figure with you on your transportation needs.



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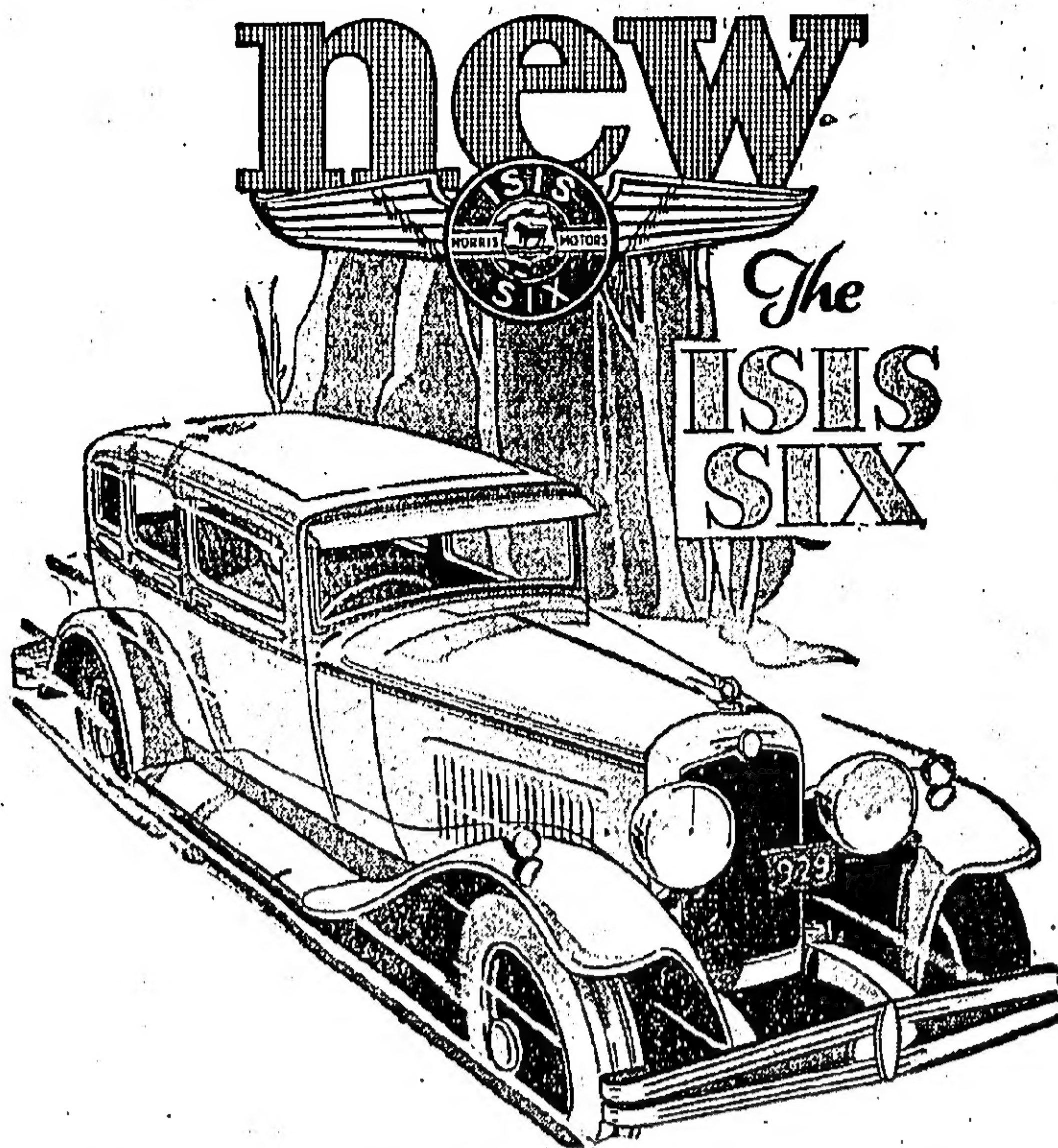
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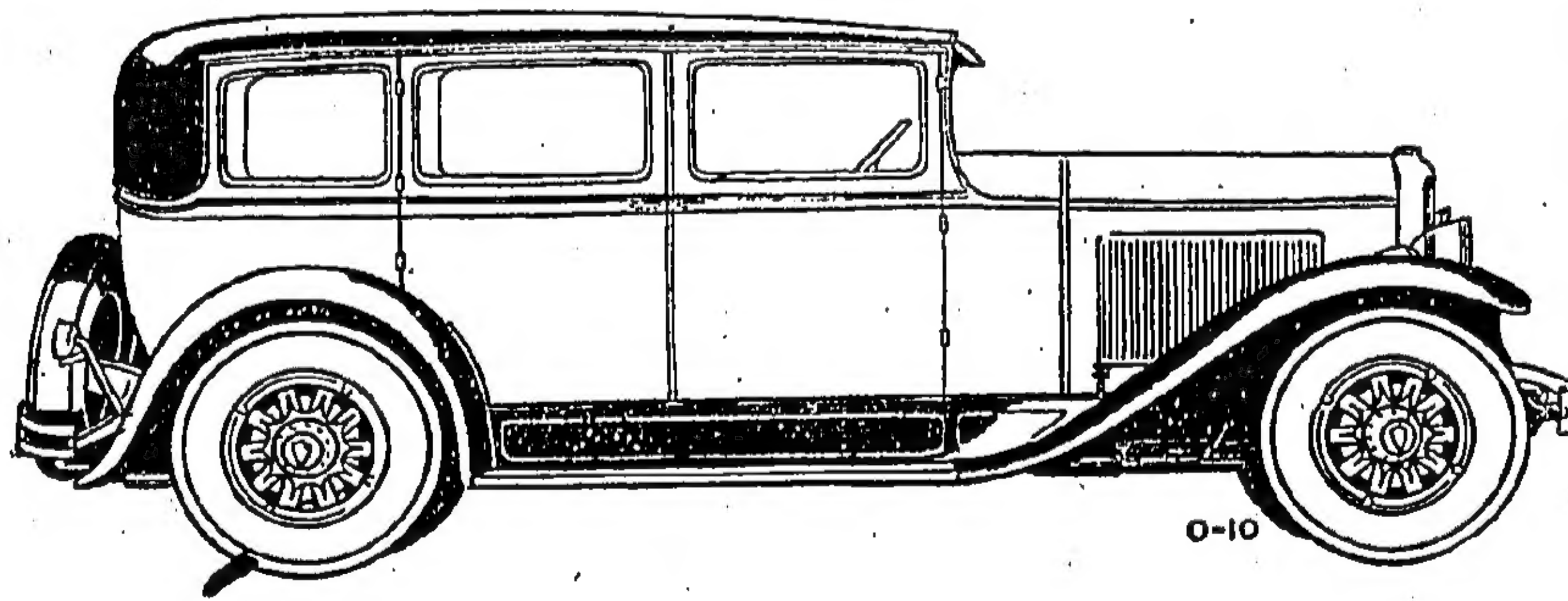
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LATEST PONTIAC.

Improved Model for Australia.

General Motors (Aust.), Pty. Ltd., announce an improved model of the Pontiac six. Completely assembled in Australia and carrying such a proportion of Australian equipment and material as to make the Australian character of the car infinitely greater than the American, the Pontiac retains all the qualities responsible for its record of success since its introduction in 1926, while many further refinements also have been achieved. The engine, developing 60 brake horsepower at 3,000 r.p.m., provides a reserve of power which gives remarkable acceleration and permits all-day high-speed performance. Body building craftsmen have developed smart lines, charming colours and perfect proportions and have given the bodies distinctive elements of style, beauty and appeal. The smartly designed body models are a four-door sedan, sports coupe, touring car and sports roadster. On the 110in. wheelbase remarkable riding comfort is provided in all these body styles.

While body dimensions remain practically the same as last year, the appearance has been enhanced. One new appearance feature is found in the half oval belt moulding, which starts at the narrow radiator, gradually widening to a point just below the windshield post and carried in a straight line of uniform width to the rear of the window openings, where it again narrows and follows the belt line around the back panel.

Attractively finished in new duco colour combinations, the closed bodies are upholstered in harmonising hues. Australian leather upholstery, with trim to match, distinguishes the open models, which have windshields with chrome-plated metal trim. Theft-proof door locks are provided on all closed models. New 19in. diameter wheels, with large hub caps bearing the Pontiac name plate, are fitted. Wire wheels, which are standard on both sports coupe and sports roadster, may also be obtained on the sedan and tourer as special equipment. The wire wheel equipment includes two spare tyres and wheels cradled in fender wells, with chrome-plated retainer clamps.

A sloping windshield in the closed models not only contributes to improved appearance, but largely eliminates annoying reflections during night driving. Rubber cups on brake and clutch pedals seal the openings around pedal slots when the pedals are in normal position. An effective steering system operates on taper roller bearings of the new hour-glass type, affording ease of control. An all-metal military type visor, tilting beam headlights operated by foot control, and a new instrument grouping on the ebony finished panel also provide further elements of convenience and grace. A new built-in coil ignition lock operates from the instrument panel.

Reduction in the deflection rate of the front springs is largely responsible for the enhanced riding qualities of the improved Pontiac. The hydraulic shock absorbers now restrain spring rebound by means of solid metal, rubber-bushed, links instead of straps, a change which enables them to become instantly effective.

Lateral rigidity of the crankcase has been greatly increased by the addition of external ribs extending along its full length and width, an advancement that holds the crankcase rigid even under the most severe strains of fast driving. This crankcase rigidity is an important factor in protecting the crankshaft bearings from wear. Smaller metric spark plugs have been adopted to eliminate any possibility of pre-ignition trouble. The four motor support brackets are insulated from the frame by rubber bushings, affording a further degree of smoothness and silence. A semi-automatic, manually-controlled

starting motor has been adopted which prevents the flywheel teeth from being chipped or broken. In the new type starter, the starting motor pinion meshes with the flywheel gear at the first downward movement of the starter pedal which makes electrical contact only when fully depressed.

Safe, sure control is further assured by the improvement of the quiet dirt and weather proof internal expanding brakes. The sliding friction with which the toggle joints of the Pontiac brakes formerly operated has been replaced by rolling friction through the introduction of rollers on the toggles. This change provides even greater braking efficiency, while reducing the necessary pedal effort. The emergency brake lever, now connected directly with the service brakes, enables the driver to apply additional brake pressure even though neglect of service brake adjustment should permit the foot pedal to be depressed to the floor board.

Full pressure lubrication is provided for the main and connecting rod bearings, and is regulated through a redesigned adjustable pressure relief valve. Oil is filtered

ed through 134 square inches of fine mesh screen extending completely across the oil pan and above the oil level. Another detail of the oiling system is a provision whereby the overflow from the pressure relief valve reaches the pump without being forced to filter through the screen. This represents an important winter feature since the cold overflow oil is not permitted to pile up on the screen and starve the pump, but is returned immediately to be recirculated. The oil pump and distributor are driven by a vertical shaft off the camshaft. The oil pump circulates approximately 140 gallons of oil per hour at 25 miles per hour road speed. A safety drive feature, incorporated in the oil pump and distributor gear, stops the engine by "killing" the ignition in the remote event of the oil pump failing to function. This eliminates the danger of damaging the engine by operating it without proper lubrication. A combination pressure and suction type of crankcase ventilator reduces dilution of engine oil by carrying off water vapour and combustion fumes before they can condense and drop into the oil pan. Fumes are expelled under the car.

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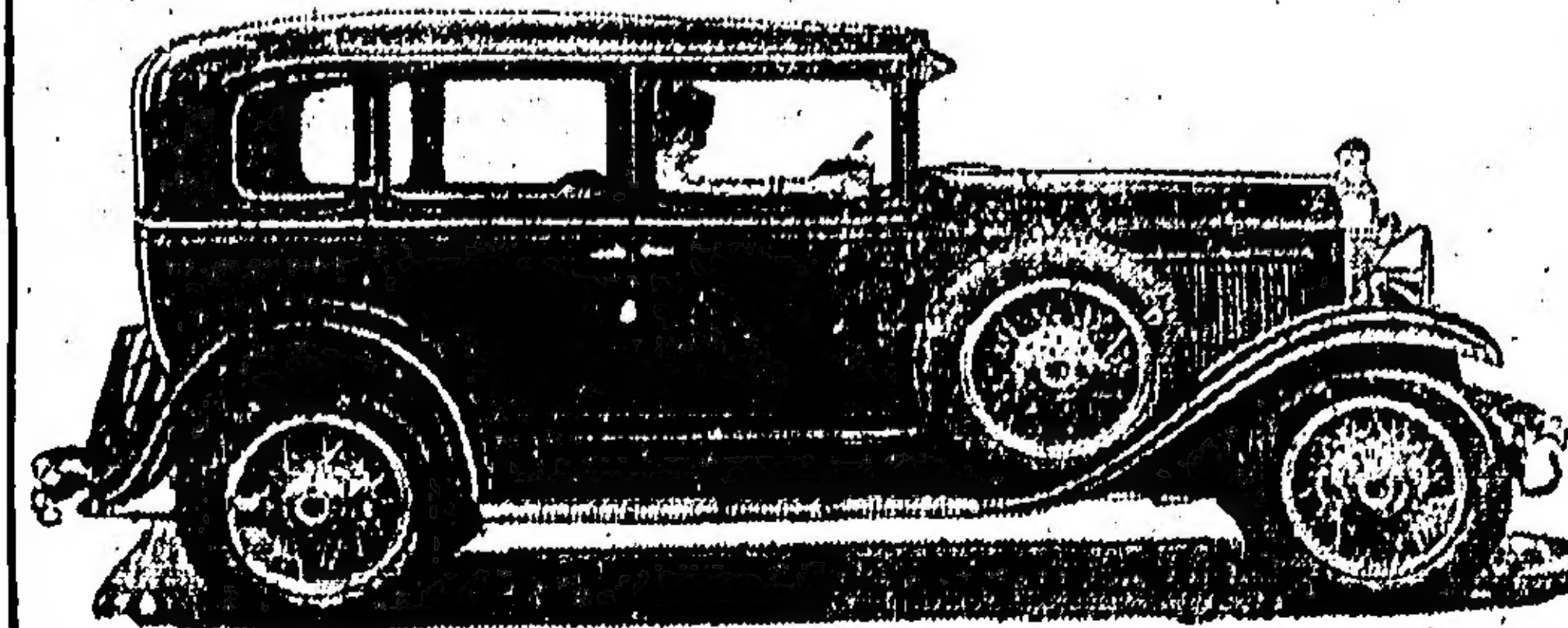
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York Buildings.

NEW WILLYS-KNIGHT IS PRESENTED



Willys-Overland, the world's largest builder of Knight engine cars, is introducing the new Willys-Knight "27" featuring a newly designed Willys-Knight sleeve valve engine of outstanding performance, luxurious roomy bodies and smart lines of design. This new model will sell in the medium price range. Above is shown the Willys-Knight "27" De Luxe Sedan. Other models in the line are, Coach, Coupe, Standard Sedan, Roadster and Touring car.

BRITISH LORRIES IN N.S.W.

Trading conditions in Australia are, of course, anything but easy at the present time, but the need for road transport is ever present. The British built Albion has certainly been getting a good share of the business that is going and the Clyde Engineering Co., of Sydney, who are Concessionaires for these popular motors, report orders from many important concerns in New South Wales. Messrs. Wm. Arnott, Ltd., the well-known biscuit bakers, have added 30 cwt., 2-ton and 4-ton models to their already large fleet of Albions; the Main Roads Board, and the Child Welfare Dept., have purchased 30 cwt. models; the Kuring-gai Municipal Council and Messrs. Tooth & Co., Brewers of Sydney, have favoured the 2½-ton model, while the Shell Company of Australia, Ltd., has placed repeat orders for 2½-ton and 3-ton models, and the British Australian Tobacco Co. has bought another 4-tonner.

1,000 OBSTACLES.

Overcome by Model in Ford Truck.

From the valley of a Thousand Hills a Model A Ford truck recently emerged triumphant over a thousand obstacles, such as are found only in South Africa—dizzy crags, no roads, steep climbs, dangerous descents, deep, treacherous shifting sands.

Over this wild section the Ford went, mostly in low gear, on only a quart of added water and no additional oil. And the truck never balked throughout the gruelling five-hour endurance trip.

The Ford was put through its paces by Lance Walsh, long noted for his ingenuity in devising new and exquisite tortures for testing cars. And South Africa affords unlimited possibilities in the way of unbroken trails, primitive ground, sheer cliffs, deep gullies, sand, swamp, forest and bush.

"On one occasion," said Mr. Walsh after the nerve-racking run, "we would descend a 'gentle' grade of one in four or five, the next instant we would ascend an equally steep gradient. Seldom had we four wheels on the ground."

What made the endurance run all the more remarkable was that the truck was loaded to capacity with a ton and a quarter of sand ballast, a crew of six, provisions, spare gasoline, water, oil, and later, in addition to all this, three Zulu guides.

"One thing which will live a long time in my memory," said Mr. Walsh, "is an occasion when we had to make a deviation to avoid a donga or canyon. The truck was put head on at a goodly sized sapling. The sapling simply disappeared beneath the bonnet and our photographer murmured, 'Why were tanks invented?'"

"On another occasion," Mr. Walsh said, "we wandered through menial fields and bush, descending grades that would

MOTOR BOAT RACE.

Stanley Dollar Jun., Takes Victory.

Tahoe Tavern, Calif., July 4. Driving his speedy "Skid-palong," Stanley Dollar, Jr., of San Francisco, to-day won the motorboat championship of Lake Tahoe by landing a fast field across the finish line of the seven-mile course in 9 minutes and 5½ seconds. Harry McGee, driving his "Flash," finished second one-half second behind Dollar, and William McGee Jr. finished third in his "Lucky III."

have turned the hairs of most motorists gray, and ascending places where necks had to be craned to see over the radiator. But never did the Ford falter."

So steep was one down grade that besides taking the precaution of placing the car in low gear, the party put chains on the wheels. A descent towards the Ungeli River almost proved disastrous. The party struck deep treacherous sand.

"In low gear," Mr. Walsh said, "the wheels turned slowly but surely, propelling the car through the soft sand into which our feet sank up to the ankles. Once or twice impenetrable places were struck and the truck sank almost up to its axles, but always it extricated itself."

To get out of the Ungeli River bed, the Ford had to take a one in four grade and partway up was confronted with a thick hedge. But, Mr. Walsh, said, the truck never balked, it was headed through the obstruction, levelled it and went chugging to the top.

"The Ford is a wonderful truck," Mr. Walsh concluded. "At the start of the journey it had seven gallons of fuel in the tank and in the tank and in spite of all the low gear in that sand and on the rises it finished up in Durban still with fuel in the tank"

WHY TYRES WEAR.

Hitherto Undisclosed Facts.

The tendency of heavy-vehicle users consistently to load their transport media beyond their rated capacity is one to which we have referred time and time again. The procedure is one which is strongly to be deprecated and is short-sighted, because it cannot fail to be reflected in shorter life of the vehicle and tyres, as well as in greatly increased cost of maintenance. The bright side of the matter is the way in which British-made vehicles stand up to these heavy overloads. Moreover, the fashion in which the tyres on those vehicles support the excessive strains to which they are put is highly creditable.

Makers at a Disadvantage.

We feel, however, that the tyre makers are somewhat at a disadvantage in this matter. The vehicle manufacturers, aware of this inevitable tendency to overload, can, to some extent, take precautions. These precautions may or may not extend to the provisions which are made in the design of the vehicle for the tyres. If they do, well and good. If they do not, it is only fair that the user should at least appreciate the extent to which he is penalising his tyres, particularly in the case of chassis that are equipped with twin tyres on the rear wheels.

In such cases, the excess loading is greatly exaggerated, owing to the fact that, when the machine is standing or running up on a cambered road, the burden is not evenly distributed. In those circumstances the inner tyres carry much more of their proportion of the load and are thus even more excessively stressed, whilst the outer tyres hardly bear their nominal load. It is no exaggeration to state that each inside tyre bears as much as 33.1/3 per cent. of the total load on the rear axle, one of them carrying even more than that.

In an actual example, a vehicle standing or running near the curb upon a slightly cambered road, the following were the percentages of the total load upon the rear axle, which were carried by the individual tyres:—The near-side outer, 25 per cent.; the near-side inner, 30 per cent.; the off-side inner, 24 per cent.; the off-side outer, 21 per cent. More interesting figures.

On a more steeply cambered road—not, however, so sharp as to be in any sense of the word remarkable—the following percentages of the load were carried by each tyre:—Near-side outer, 18 per cent.; near-side inner, 38 per cent.; off-side inner, 33 per cent.; off-side outer, 11 per cent.

The meaning of these percentages will become clearer to many of our readers if we state them in terms of tons, cwt., and qrs. On a slight camber, the following were the loads carried by individual tyres, the total load on the axle being 8 tons 11 cwt. 3 qrs.:—Near-side outer, 2 tons 3 cwt.; near-side inner, 2 tons 11 cwt. 2 qrs.; off-side inner, 2 tons 1 cwt. 1 qr.; off-side outer, 1 ton 16 cwt. On the more steeply cambered road the figures were:—Near-side outer, 1 ton 11 cwt.; near-side inner, 3 tons 5 cwt. 2 qrs.; off-side inner, 2 tons 10 cwt. 2 qrs.; off-side outer, 18 cwt. 3 qrs.

The maximum equal load on the rear axle of any goods-carrying vehicle in this country, provided for under the Heavy Motor Car Order, is eight tons, and the tyres on the vehicle we instanced were actually designed to carry the maximum load of two tons each. Clearly, therefore, the near-side inner tyre on any well-cambered road is carrying an overload of 1 ton 5 cwt., which is 62½ per cent.

Even, however, if the load on the vehicle had not been such as to cause

the maximum on the rear axle to be more than eight tons, the innocent owner of that vehicle would, unknown to himself, have been exceeding the rated load on his near-side inner tyre by as much as 50 per cent., as the load thereon would have been three tons.

The Result of Overloading.

Let us consider an ordinary case of overloading, in which a vehicle designed to carry six tons, and imposing, with that load, a total of eight tons upon the rear axle, is upon by its user to bear eight tons. With normal distribution of the load it is more than probable that the whole of that extra two tons will fall upon the rear axle, thus increasing in proportion the load on all the tyres. In such circumstances on the more steeply cambered road the load upon the near-side inner tyre would be 4 tons 1 cwt. 2 qrs., being, therefore, more than 100 per cent. greater than that which the tyre was designed to carry.

The point we have been trying to make is that overloading of any twin-tyred commercial vehicle involves an excess burden on the tyres which is out of all proportion to the amount of overloading to which the vehicle is subject. The fact still remains, however, as has been shown, that when the chassis is carrying a full load, and when it is on a cambered road, the inner tyres bear such a high percentage of the total load that, with the best intentions in the world, it is impossible to avoid overstraining them in the manner already shown.

Premature Wear of Inner Tyres.

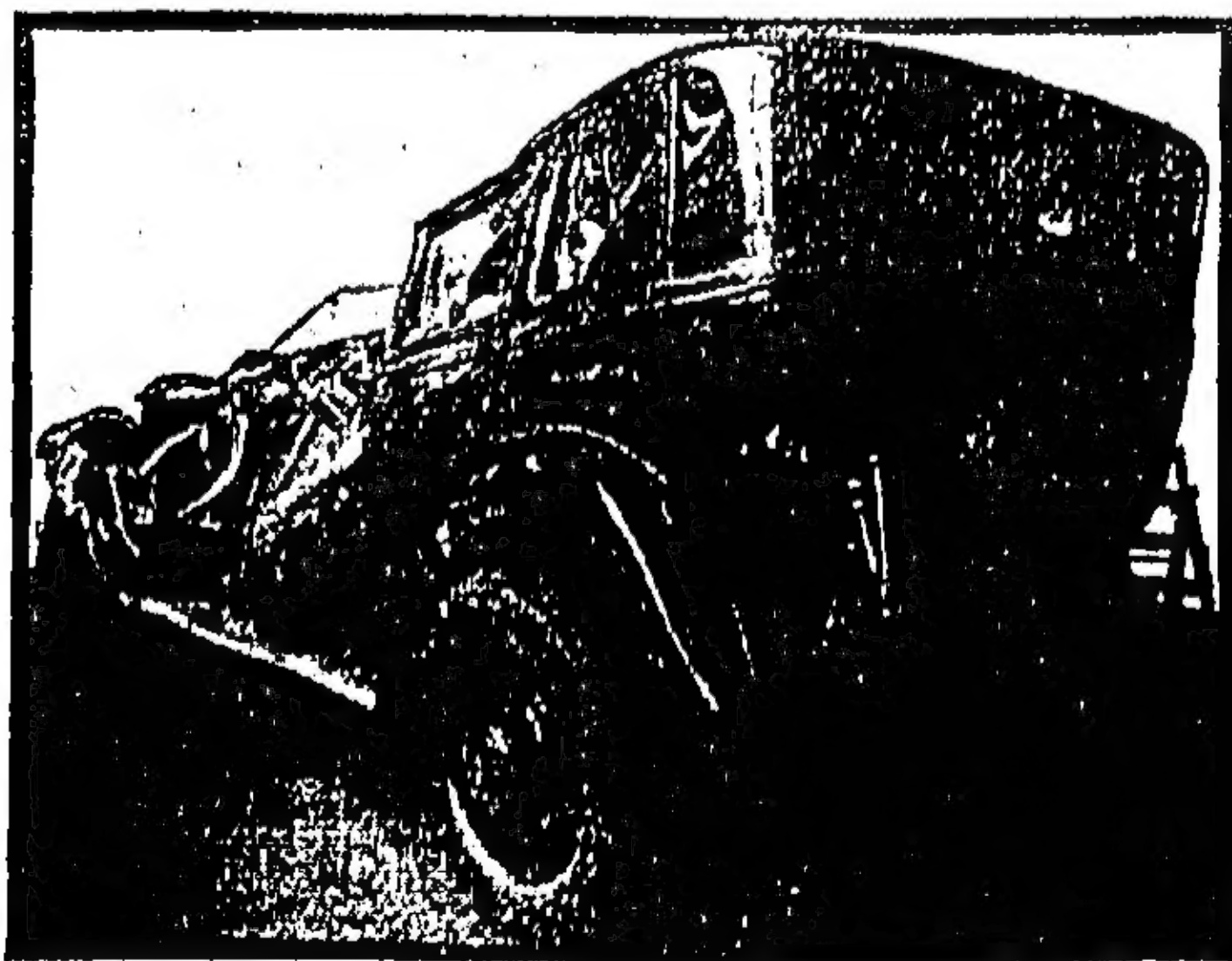
This is probably the main reason why, in the case of twin tyres, the inner ones usually fail to give the same amount of service as do the others. It is important to note that, contrary to the usual opinion, if one of the twin tyres be larger than the other (for example, a worn and new tyre running together), the larger tyre should be put on the outside of the axle, as this enables a better distribution of the load to be made between the twins.

This unequal load distribution presents a problem which is engaging the attention of important tyre manufacturers and of vehicle designers. It is rather difficult, especially in view of the limitations imposed by the overall width restrictions of 7 ft. 6 ins., at present in force.—Commercial Motor.

REAL HORSE POWER.

In a recent discussion following an article in the Yachting World dealing with horse-power ratings of marine motor engines, it was generally agreed that British engines, as compared with their foreign competitors, are conservatively rated, but that under actual working conditions results in efficiency, speed and durability are equal if not better. Those who have any technical knowledge know that high power ratings in comparatively small motor engines entail abnormally high engine revolutions which can be obtained under ideal test bench conditions. The advertised horse-power of British engines of any repute can be accepted as those which closely approximate under actual working conditions at the engine's normal revolutions.

A striking instance of this was brought out in the testing of a batch of standard 6½ h.p. Kid Junior engines, which the Allen Craig Motor Co., Ltd., of Chislewick, London, recently delivered for installation in launches to be used by one of the Canadian Railways. Prior to acceptance these engines were required to pass Admiralty inspection and Admiralty test of four hours continuous full-power output at their normal engine speed. Although these engines were standard models, taken, as it were, off the shelf from stock, they successfully passed this test.

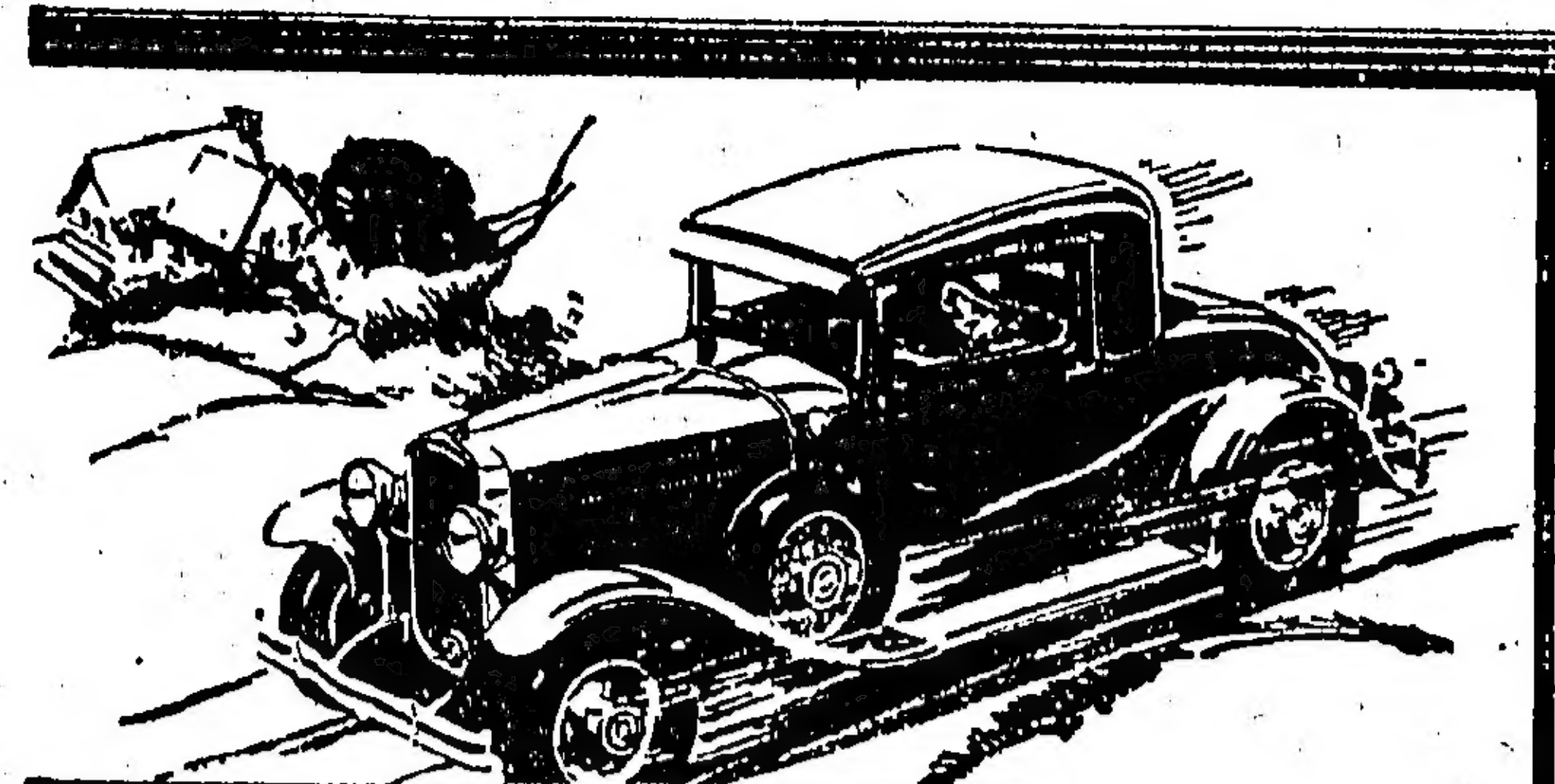


GLASS STILL HOLDS AFTER RAIL WRECK.

An American Railway Company in the Southern States recently reported that a freight train carrying a capacity load of pig iron, coal and Graham automobiles was derailed while travelling at a high rate of speed. The box car in which the Graham automobiles were being

shipped was midway between the heavy cars carrying the pig iron and the ones loaded with coal.

While excessive damage was done to railway equipment and freight, it is noteworthy that the shatter-proof glass, with which all Graham cars are equipped, was naturally cracked into countless places but still held together. This is convincing proof of the protection from flying glass afforded to passengers in a Graham car.



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CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
FORD.—Wallace Harper & Co., Ltd.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.
PONTIAC.—The Oriental Motor Car Co., 353-7, Hennessy Road, Tel. 20406.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 50242 & 57804.
NORTON.—The Sincere Co., Ltd., Des Voeux Road. Co. Tel. 27767.

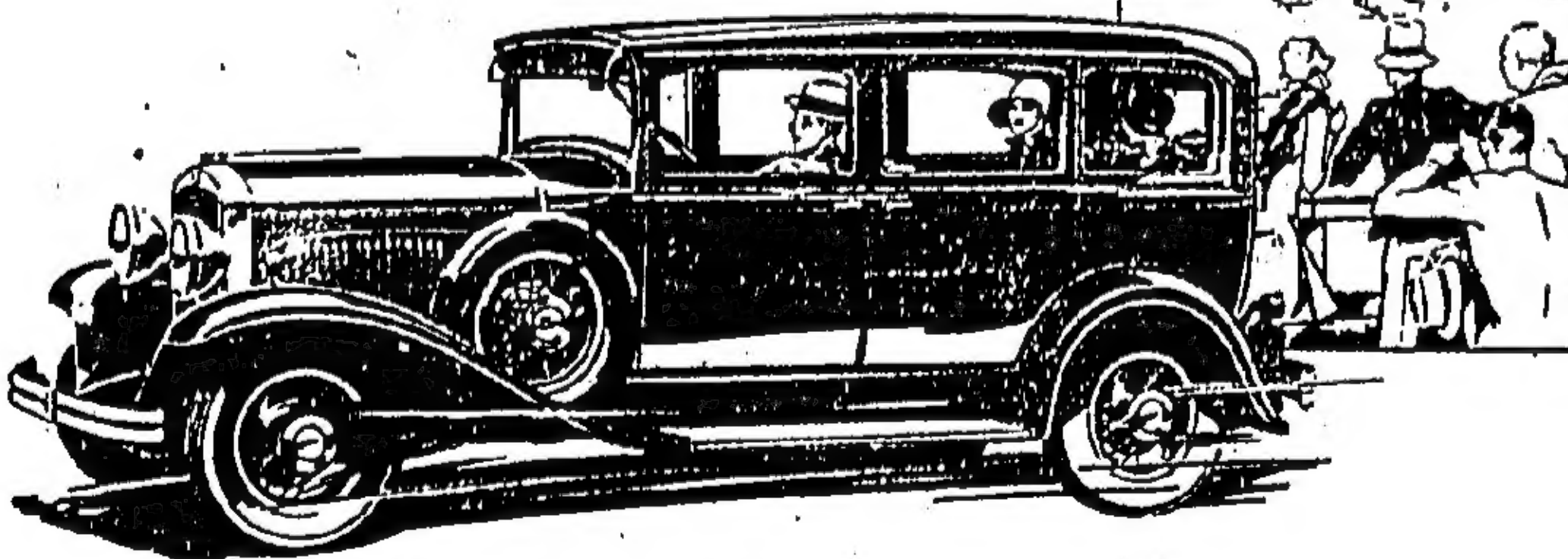
MOTOR OILS.

- GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
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INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22235.
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Hongkong Sunday Herald.

七十月年八十三百九千一英 HONG KONG, SUNDAY, AUGUST 17, 1930. 三廿月六閏年午庚國民華中

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LOCAL "GIANTS" IN BALL TUSSLE.

Japanese Outfit Defeat South China.
AIRTIGHT FIELDING AND PITCHING.
Season's First Game.

After many setbacks, the Hong Kong Baseball Association got under way yesterday when the first league game of the season was played between the Japanese Baseball Club and the "Invincible" South China crew, at the South China ground at Caroline Hill. Those "killjoys" who said that the game of baseball has no followers in this Colony were confounded, because every available seat in the stands was taken up long before the game started.

THRILLS AND SPILLS.

Of the game itself, it was full of thrills and spills and the Japanese, who always came out second best in previous years, have at last succeeded in turning the tables on the Chinese. The game was characterised by airtight fielding and pitching, and the Chinese, although losers, put up a strenuous fight. They are to be complimented on the stand they made.

The Game Described.
The ball was set rolling by the Hon. Sir Shou-son Chow, and the Hon. Mr. H. T. Cressy; the former pitching and the latter hitting out in good cricket style. The Japanese crew, who won the toss then took the field with the battery composing of Koga on the mound and Hachuma behind the plate.

The umpires were Benny Proulx behind the plate and Big Ben Zafra and Baulista on the bases. Tsui Ping-fan faced the twirler, and the first two deliveries were strikes against him. After three balls had been called, he was pegged at first on a safe hit to second.

Koga at this stage put across some beautiful drops and fanned Ed Chang after two balls and two strikes had been called. With two men away, Chow Young came out to face the Japanese twirling ace. He socked out a fly to second baseman, who muffed and he landed safely on first.

Matty Chang, Texas Leaguer to short, putting himself on first and advancing Chow Young to second.

Things looked rosy for the Chinese when Milton Goo took the willow in hand and with two men on base, but the "dark uns" from Koga proved too much for him, and he was fanned with three straight deliveries. A blank inning.

Drawing First Blood.
The Japanese came out with a bang to face the somewhat erratic pitching of Ed Chang. Miff, first batter up, bunted and was muffed at first.

Takezawa was the next man to return to the stand. He gave out an easy fly to short.

Excitement then ran high in the Chinese camp. With two of the Japanese players out and no man ever seeing the first sack, the Chinese thought they could get things all their own way, but Honda, the third man up, was not to be denied. After three balls had been called in his favour, he walloped out a hefty one to third and planted himself safely on first.

This set the ball rolling for the Nippon lads. Hachuma came out, and showed a profound dislike to Ed Chang's deliveries. He got to first on a free ticket. Suzuki also played with the pitcher and socked him for a two bagger, thus bringing Honda and Hachuma home.

Murata put across a safe hit, but he was nulled at first. Two runs.

Good Pitching.
Good pitching on the part of Koga and airtight fielding shown by the team was responsible for another shut-out in the Chinese second canto. Four batters went to the plate, but no one got beyond second.

The Chinese also got warmed up, and dismissed the Japanese with a blank after four men had gone to the plate.

The lads hailing from the land of the Rising Sun were not to be outdone and they returned the compliment when the Chinese went in for the third stanza.

Japanese Again Score.
Some fireworks were seen when the Japanese trotted in for the third frame. Takezawa blinged out to centre field for a two bag-

ger. Honda then got first on pitcher's error, advancing Honda to third. With two men on base, Hachuma was nipped behind the plate on a foul fly. Suzuki socked out to short and brought Takezawa home; putting Honda to third and himself to first. Murata followed up the good work by bringing Honda home and advancing Suzuki to third. The Chinese team went wild and errors were plentiful. While Ashizawa was at bat, Ed Chang played the field, and Suzuki got home on an overthrow. Murata also romped home on a passed ball. Ashizawa was however struck out. Koga then gave out an easy fly to left field, but the ball was muffed and he landed safely at first. Kusano was fanned. Four runs.

A Lonesome Run.
The Chinese broke their duck on the fourth frame; Matty Chang scoring on a wallop by Milton Goo. The Japanese fourth visit to the plate resulted in a blank when no less than three flies were given out.

Anybody's Game.
With the score board reading 6 to 1 in favour of the Japanese, one would have thought that they had put the game on ice, but it was not so. The Chinese sprung the biggest surprise of the day when they trotted in to the plate for the fifth time.

Ching Kee skied and the ball just flew into the mitt of the short stop. To Kwan got first on a pitched ball, and Tsui Ping-fan was also sent to the first sack on an error. Ed Chang sent out a fly to short stop. With two men down and one on base, Chow Young also received a walk to first on a pitched ball.

It was then Matty Chang proved himself the hero of the day. With three of his team mates on base, he Texas Leaguered over left field and brought Fan, Ed Chang and Young home.

Not to leave him dying on base, Goo connected and brought Matty home. Leung fled to catcher behind the net. Four runs.

Chinese Ahead.
Pandemonium reigned when the score board read 6 to 5, and on the Chinese sixth visit to plate, another two runs were chalked up in their favour. With one run in their favour and the Chinese supporters were sanguine of victory, but the Japanese still had another card up their sleeves.

Hachuma then gathered his team up and impressed them with all the old tricks of the game. They then went out to meet the Chinese with the determination to pull the game out of the fire and they succeeded. In the last of the sixth stanza, the Japanese crew made four tallies against their opponents' two. The Chinese were blanked out in the seventh—the last—frame, and for the first time in local baseball history, the Japanese succeeded in walloping the South China crew in an opening game.

The line-up and scores follow:
Japanese. South China.
Niki 3b Chow Young
Takezawa as Tsui Ping-fan
Honda 2b Peter Do
Hachuma c Matty Chang
Rauldi lf Jackson Leung
Murata 1b Ching Kee
Ashizawa rf Milton Goo
Koga p Ed Chang
Kusano cf To Kwan
Scores: 1 2 3 4 5 6 7 Total
S.C.A.A. 0 0 0 1 4 2 0 — 7
Japanese 2 0 4 0 0 4 — 10

MR. THOS. SLICK.

Baltimore, Yesterday.
The death is announced of the multi-millionaire oil magnate, Mr. Thomas Slick—Reuter's American Service.

FOUGHT CONSTABLE

Woman Who Resented Being Arrested.

MAGISTRATE'S WARNING.

"You see, it makes it very difficult for the police, if people like you create a disturbance and gather a crowd around. If you do this again you will be severely dealt with. The ordinary fine for this is \$25," said Mr. Whyte-Smith at the Kowloon Magistracy yesterday when a Chinese woman hawker appeared on charges of having caused an obstruction in Shanghai Street, and with having assaulted P. C. Lashman Singh.

The woman said that she did not cause much obstruction because she placed her stalls as close to the wall of the pavement as possible to enable herself to buy congee for her children. She alleged that the constable came up, asked her for her licence, and then seized her by the waist. She strongly objected, and held that the policeman had assaulted her.

Stoned and Beaten.

According to the Indian policeman's evidence, the woman seized him by the shirt and struck him a few blows in the chest with her fist. He was also stoned.

After the woman had stated that she did not strike the constable, Mr. Whyte-Smith said that he thought that there must have been something in the nature of a fight, and that that was because the woman resisted arrest. He convicted.

The woman: I have not broken the law much. I had a licence to hawk before the last strike. The policeman is lying.
His Worship: No, I don't think so.
A fine of \$2 on each count was imposed.

FAKE WOUNDS.

Beggar Who Deceived the Public.

"But you are deceiving the public by bandaging up your hands," remarked Mr. Whyte-Smith yesterday, when a white haired Chinese, 79 years of age, was charged with mendacity, and admitted it.

Sergeant P. Barnicle said that the man bandaged both hands up, but when these were removed there was no injury at all.

Defendant—I want to get a few ten cent pieces. No food, no money, so I must beg.

Mr. Whyte-Smith—Five dollars or seven days.

PRESIDENT LINCOLN

Prominent Visitors to the Colony.

The U.S. President Lincoln arrived at Hong Kong on August 15 from Seattle, Washington via Victoria, B.C., Yokohama and Kobe, Japan. Shanghai, China with 31 first class passengers and 138 steerage passengers, 419 bags of mail, 3,034 tons of cargo.

For Manila are: 17 first class passengers, two steerage passengers and 3,047 tons of cargo.

Among the passengers for Hong Kong are:—
Mr. C. S. Atwell, who is connected with the Texas Company.
Mr. G. S. Hankinson, of the Hong Kong and Shanghai Bank.
Mr. Arthur Mack, of Shanghai, a merchant, travelling to Hong Kong.

Mr. James E. Perkins connected with the Paramount Films, motion picture producers.
Mr. Douglas S. Scott, associated with the Texas Company, travelling to Hong Kong in the interests of his company.
Mr. Roy Teigler of Dayton, Ohio, a commercial representative.

Mr. Albert Henry Williams, bound for Australia. Mr. Williams is a manufacturer, and is accompanied by Mrs. Williams and their daughter.

BARNSTAPLE AND ITS MILLENNARY.

Is It the Oldest British Borough?

A SAXON BURGH.

"Is Barnstaple really the oldest borough in the United Kingdom—the only borough which was granted its charter by King Athelstan?" This query is propounded by Mr. Francis Gribble, the author, in a foreword to the official booklet issued in connection with the forthcoming millenary celebrations of the North Devon port.

Mr. Gribble, who is one of the three surviving freemen of the borough—the others being Dr. Henry J. Edwards, the composer, and Professor Lehighy, the architect goes on to confess: "I do not know. There are, I am told, one or two other claimants; and the things which happened a thousand years ago, both at Barnstaple and elsewhere, are now wrapped in the clouds of obscurity. In one respect, however, our priority will be undisputed. Barnstaple is, at any rate, the first of the boroughs to celebrate its millenary."

The booklet records that in 930, Barnstaple was a typical Saxon

Things That Matter.

To-day's Diary.

Ninth Sunday after Trinity.

Entertainments.

Queen's Theatre—"City Girl."

Central Theatre—"Love Parade."

Majestic Theatre—"The First Kiss."

Star Theatre—"College."

World Theatre—"Way of Gold" (Chinese Picture).

Home Matters.

Monday—Outward for Europe via Siberia (President Grant).

Sports.

Baseball—Kincoras v. Texacos.

General.

Lighting-up time—6.54 p.m.

Tides—High, 2.04 a.m. and 2.51 p.m.; Low, 8.55 a.m. and 9.01 p.m.

The Weather.

A report from the Royal Observatory at 5.45 last night stated:

The typhoon is about 100 miles S.W. of the Bonins, moving North.

A shallow depression remains over China.

Forecast: S.E. winds; moderate; fine to showery.

The Dollar.

Yesterday's closing rate of the dollar on demand was 1/3 9/16.

burgh known as Beadstaple, that is, the staple or market of Beards. King Athelstan established a mint here, and tradition further avers granted a charter with rights of market and fair, also founding the priory at Pilton.

At the Conquest, 1066, Barnstaple was not, as were other boroughs in Devon, handed over to a Norman lord, but remained a royal demesne for forty years, until Barnstaple was made the head of a barony, and the first Lord of Barnstaple was Judhael de Totnes, who was given the honour by Henry I.

The Lord of Barnstaple in the next century was Henry de Tracey, the murderer of Thomas a Becket, William de Tracey being his nephew. The latter is said to have fled to North Devon prior to sailing for the Continent. The de Tracey family later founded and endowed a chantry at the town end of the Barnstaple Long Bridge, dedicated to St. Thomas a Becket as some atonement for the deed of their relative.

Barnstaple played a large part in North Devon's efforts against the Spanish Armada, and it has been suggested that it was a Barnstaple ship which first sighted the Armada and brought the news to the participants in that historic game of bowls on Plymouth Hoe.

During the Civil War the town

ON LIBELS.

When An Editor Errs.

DANGER OF PRECEDENTS.

"Looker-on" in the Singapore Malay Tribune comments on the decision in the recent libel action against the Pinang Gazette as follows:

The Editor wrote rather strongly yesterday about the heavy damages awarded against the Pinang Gazette in the recent libel case. And certainly judges—and other people—do not seem fully to realise what a difficult job an Editor's is, and as a consequence they do not have a sufficiently kindly eye to his occasional lapses.

There is a daily rush in "getting the baby to bed." Machines are waiting. Time-tables have to be observed. Quick decisions on delicate and difficult points have to be made. And "to err is human." When an Editor does "strike a snag," a comrade of the Fourth Estate cannot but exclaim: "There, but for the grace of God, goes John Bradford."

John Bradford, I may mention, made that remark in the 16th Century, on seeing some criminals go to the stake. Later he was himself burnt at Smithfield. May the analogy not be further exemplified!

Mr. Justice Sproule was influenced, in making his award, by the amount of damages assessed in two cases against the Straits Times years ago. One wonders if he recalled the circumstances of one of them, which made the penalty of \$5,000 viciously unjust.

The report of a company meeting was "lifted" from a Shanghai paper. In the chairman's speech were references to the late manager. These were the basis of the libel action. Neither the chairman nor the Shanghai paper were proceeded against. But—"5,000!" said the Straits Judge.

For one of the worst injustices ever perpetrated from the Malayan bench to be remembered and considered as a precedent is a circumstance against which the newspapers are entitled to protest with the utmost vigour. One hopes that for the future that case will be judicially forgotten.

Incidentally, if \$5,000 is to be considered the standard price for libels, I invite all who feel inclined to do so to libel me well and often. My feelings are as tender as most people's but I don't mind their being lavishly lacerated, say, once a year on that scale of compensation. Who's first for a good \$5,000 worth?

[Still, we would endorse the opinion of the learned judge before that of the Malay Tribune or the Pinang Gazette.]

RUBBER OUTPUT.

Singapore in Favour of Restriction.

Singapore, Yesterday.
The Local Rubber Growers' Association has replied favourably by a large majority the proposals for an Anglo-Dutch Lintoln Committee to restrict production.—Reuter.

changed hands no fewer than four times.

John Gay, author of "The Beggar's Opera," was born in the town and educated at Barnstaple Grammar School. The chair which he used, constructed like an armchair with a shelf at the back for holding writing material and a secret drawer under the seat, is still preserved in the town.

LOCAL SCOUTS CAMP AT MACAO.

Assisting at a Fire!

FRIENDSHIP CEMENTED.

The First Hong Kong (St. Joseph's College) Group of Boy Scouts spent four days in camp at Macao. Fourteen Scouts under Group Scoutmaster B. M. Talati and Scoutmaster C. N. Dragon made the trip and were received on their arrival in Macao in the evening of Saturday last by Group Scoutmaster A. I. Borges and Scouts of the First Macao Group. Immediately on landing, the visiting Scouts marched to the site selected, with their tents and other camp gear in a trek cart which they had taken with them, and got busy pitching the three bell tents and two stores tents. The "camp cooks" lost no time in improvising an open air kitchen and started preparing dinner. By 7.30 p.m., that was with in one hour after reaching the site, the boys had settled down in their new canvas houses and made themselves comfortable in the little space allotted to them. Mats were spread round in the open and the Scouts took their places amid the clatter of plates, mugs, forks, knives and spoons to enjoy a hearty meal under the soft light of the full moon.

The site was undoubtedly the best that could have been found in Macao. It was situated on the south side of Bonha Hill, almost at the top, and overlooked practically the whole town and commanding an excellent view of the landlocked stretches of water and the islands around. The water supply was drawn from a well near by.

On the very first night, just when the boys were thinking of enjoying a well earned rest, a big blaze was noticed in the very heart of the town. Armed with their staves, the Scouts mustered together in full force and found their way down at Scouts' pace, which means running twenty paces and walking twenty paces alternatively. However, they had a fairly long way to go and by the time they reached their destination, the fire brigade had the situation well in hand and there was little to be done.

The next day being a Sunday, a joint Church Parade was held of the Catholic Scouts of Hong Kong and Macao. On the same night a Camp Fire was held, when the visitors entertained the Macao Scouts and their friends with songs, gymnastic exercises, and torch and Indian Club displays. The Macao Scouts also contributed a few musical items.

On Tuesday afternoon the Hon. Mr. Antonio Mello entertained the Hong Kong Scouts to tea at Hotel Riviera. His Excellency Sir Arthur Tamaglini, the Governor of Macao, accompanied by his A.D.C., Capt. Mayer, arrived at 4.30 p.m., but could not stay for long owing to other engagements.

Among those present were Major Luis Lello, the Commander-in-Chief, Major Guerreiro d'Andrade, the Commissioner of Police, Commander Almeida Pinheiro, the Harbour Master and Mrs. Pinheiro, Mr. Antonio Borges, the Scoutmaster of the First Macao Group and Mrs. Borges, and some prospective Girl Guides of Macao.

His Excellency in his address referred to the great development that the Boy Scout movement had made since its inception twenty-one years ago and dwelt on its international aspect as one of the greatest forces working towards the establishment of the spirit of brotherhood among boys of all races and creeds. He also spoke of the good scouting did in developing character and in drawing out all the good qualities that the boy possesses. He paid a tribute to the genius of Lord Baden Powell for founding such an admirable organisation and wished it every success.

Another Appreciation.

The Hon. Mr. Mello expressed his appreciation of the smart and prompt turnout of the Hong Kong Scouts at the two fires that occurred, and said that though they could not render any material assistance, the spirit they had shown by being prepared for such emergencies and the readiness with which they sacrificed their personal comfort and rest to render public service, greatly impressed him as an example of what real scouting stood for. He hoped that the visit of the Hong Kong Scouts would

ATLANTIC FLIGHT.

Low Oil Consumption of Southern Cross.

OFFICIAL FIGURES.

The unusually low consumption of oil used by Major Kingsford-Smith, the famous Australian aviator, on his recent flight across the Atlantic, was mentioned by him in the following cable to the Vacuum Oil Company Ltd., of Melbourne: "I want you to know that Mobilol functioned perfectly on my flight from Ireland to Harbour Grace and from there to New York stop I had the fullest confidence in Mobilol when I selected it and it brought us through with flying colours stop. Phenomenal economy in oil consumption with Mobilol was a noticeable feature stop I will wire exact consumption figures later."

The figures have now been received, and are as follows:

Total Consumption (American)	Consumption (Per Gallons)	Hour
Starboard Motor 2.05	.04375	
Centre Engine 8.6	.188	
Port Engine 2.175	.0463	

give an impetus to the movement in Macao and lead to its being established on a firm footing. He also wished that Girl Guiding, the counterpart of Scouting for girls, would also be started in Macao before long.

A Jamboree Hoped For.
Group Scoutmaster Talati in his reply thanked the Hon. Mr. Mello for the excellent tea which he had so kindly provided and all the others who had contributed towards making the stay of his Scouts such a happy one. He said that his boys were very glad to have taken this opportunity of meeting their brother Scout of Macao and expressed the hope that these friendly visits would ultimately lead to a great rally of Scouts from all parts of the Far East. Owing to the great distance separating this part of the world from England, hardly any Scouts were able to take advantage of attending the Jamboree held in Arrowe Park some months ago, but with the rapid development of the movement in the Straits, Canton, Macao, Hong Kong, Shanghai and Japan, the time should soon come for a very successful meeting of Scouts from all parts of the East to be organised, to take part in Singapore, Hong Kong and Shanghai. Scoutmaster Talati congratulated Scoutmaster Borges for the wonderful work he had done in organising the movement in Macao and complimented the Macao Scouts for the progress they had made after only three months training. He added that he was very pleased to notice the friendly way in which all the Scouts mingled together in spite of the language difficulty.

Return Visit Planned.
Scoutmaster Borges thanked the visitors for coming over to Macao, and for the help they had rendered in showing his boys what scouting meant, and said that he would only be too pleased to avail himself of any opportunity that may arise to take his Scouts for a return visit to Hong Kong, and hoped that it would come off sometime in December this year.

Scoutmaster Borges and fifteen of his senior Scouts had dinner with the Hong Kong Scouts in their camp on the eve of their departure. The Macao Scouts also took their turn in camping with the visitors.

Ping-pong and tennis matches were also played, the two colonies sharing honours by Hong Kong winning in the former and Macao in the latter game.

The Hong Kong Scouts enjoyed a pleasant bathing picnic in company with some of the Macao Scouts in a Government launch placed at their disposal by the Harbour Master, and went round sightseeing in Macao on bicycles.

Camp was struck at 6 a.m. on Wednesday and the party of boys landed in Hong Kong just before noon, a little tired after the busy and active time they had, but nevertheless cheerful and happy for having enjoyed such a pleasant holiday.

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